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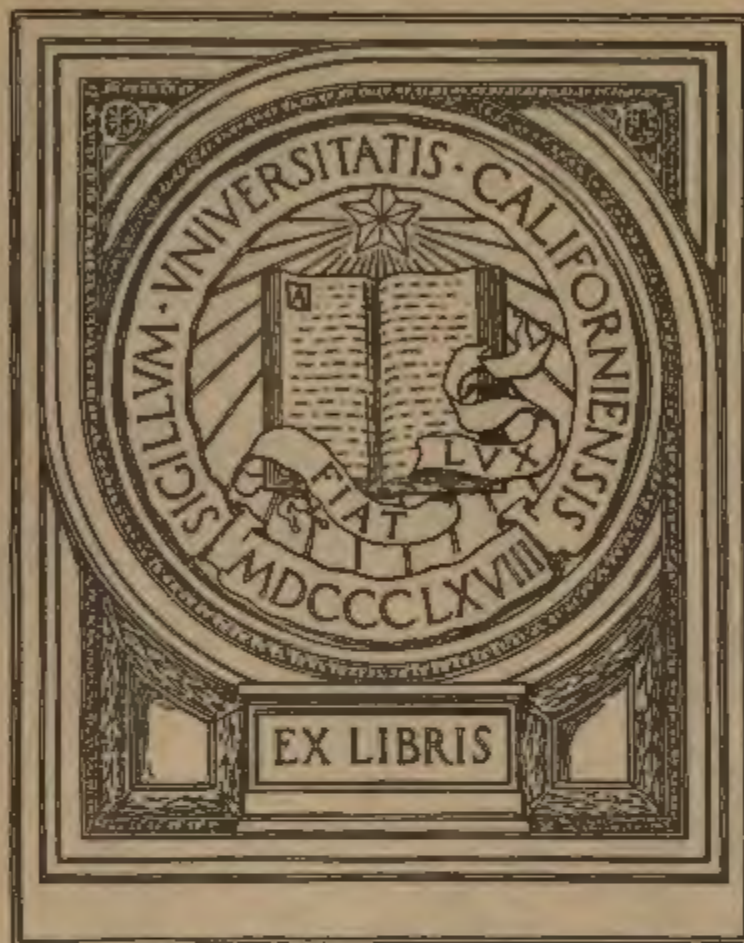
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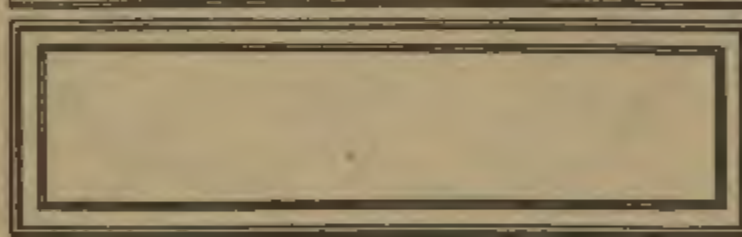
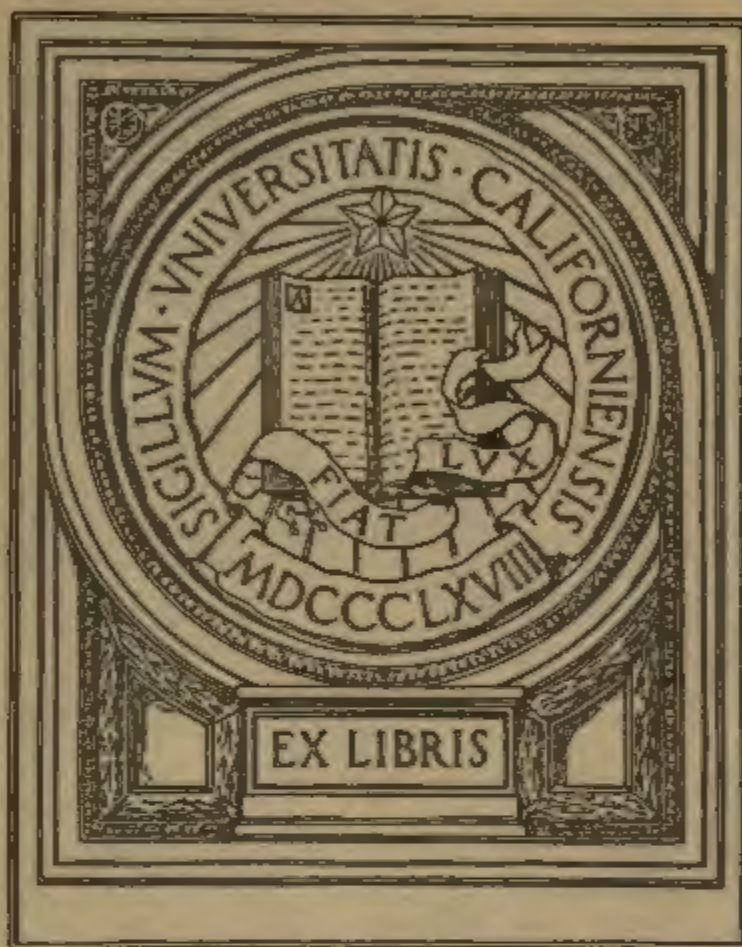
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BIRD'S-EYE VIEW OF THE DOUBLE LOCKS AT GATUN. TOTAL
RISE FROM SEA LEVEL TO LAKE LEVEL, 85 FEET.

Scientific American Reference Book

Edition *of* 1914

Compiled and Edited

by

ALBERT A. HOPKINS

For Part I. Statistical Information

Editor of Scientific American Cyclopedia of Formulas
Scientific American Handbook of Travel, Etc.
Member of the American Statistical Association

and

A. RUSSELL BOND

For Part II. Scientific Information

Editor of Handyman's
Workshop and Laboratory

With 1000 Illustrations



MUNN & CO., Inc.

NEW YORK, 1914

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Published October, 1912.

New Edition, October, 1913.

**Printed in the United States by
A. H. Kellogg Co., New York.**

PREFACE.

The Editorial staff of the "Scientific American" receives annually about 15,000 inquiries covering a wide range of topics—no field of human achievement or of natural phenomena is neglected. The information sought for, in many cases, cannot be readily found in text-books or works of reference. The need of a compendium of useful information presented itself some twenty years ago, and a part of the field was covered by the publication in 1901 of the "Scientific American Cyclopedia of Receipts, Notes, and Queries," of which over 25,000 copies were sold. This book becoming obsolete in time was supplanted by its successor, the "Scientific American Cyclopedia of Formulas," issued in 1911. There was, however, another field which was not covered: the public, or at least the public of the "Scientific American," demanded something which did not exist—they wanted a book which should deal with a vast range of topics other than formulæ. They wanted information about the Antarctic region, the Panama route, shipping, navies, armies, railroads, population, education, patents, submarine cables, wireless telegraphy, manufactures, agriculture, mining, mechanical movements, astronomy and the weather. The Editors of the present volume felt constrained to compile such a book, which was issued in 1904, under the same title as this book. Its success was immediate, and an edition of 10,000 copies was inadequate to supply the demand. In 1905 a second large edition was issued, and was eagerly bought up by those who wished this useful companion for the desk or library. As the

figures became obsolete, it was allowed to become "out of print," and now in response to a considerable number of requests a new book is presented, following to some extent the old lines, but entirely recompiled and rewritten.

Immense masses of Government material have been digested with painstaking care by competent statisticians, and the result will, in the judgment of the Editors, fully warrant the expenditure of considerable effort and results in the production of a unique book.

It is perhaps necessary to call attention to the fact that there are certain inconsistencies in the tables. In procuring the figures, for example, from different bureaus and departments of the Government, with reference to any subject, it is found that statistics vary in certain particulars. These differences are due to the different methods of tabulation or to different points of view. In many cases these discrepancies are noted in this book, to prevent the reader from forming erroneous conclusions. These cases must not be regarded as errors, and an attempt has been made to give, wherever possible, the date of the figures and the authority. Every available space has been taken up with useful information, whether germane to the chapter or not.

The debt for advice and help is a heavy one. The compilation of this or any similar one would be impossible without the co-operation of many Government officials. Our thanks are especially due to Dr. Falkner, late Assistant Director of the Census, and to the Hon. E. Dana Durand, Director of the Census; the Hon. O. P. Austin, late Chief of the Bureau of Statistics and now Assistant-Chief of the new Bureau of Domestic and Foreign Commerce, and to Mr. N. Eckhardt, Jr., of his office; to the Hon. Eugene Tyler Chamberlain, Commissioner of Navigation; to Captain T. M. Potts, of the United States

Navy; to Major J. D. Leitch, U. S. A., Secretary of the War College Division; to Mr. C. F. Talman, of the Weather Bureau, for his condensed chapter on the weather; to Senator Wm. Alden Smith; to Mr. Slason Thompson, of the Bureau of Railway News and Statistics; to the Hon. S. B. Donnelly, Public Printer; to Dr. J. A. Holmes, Chief of the Bureau of Mines; to the Hon. Frank H. Hitchcock, Postmaster-General; to Dr. A. F. Zahm; to Dr. W. W. Share; to Dr. Geo. F. Kunz; to Mr. Perry B. Turpin; to Dr. F. L. Hoffman, Statistician of the Prudential Life Insurance Co.; to Captain J. L. Jayne, U. S. N., Superintendent of the U. S. Naval Observatory; to Captain A. W. Lewis, of the Associated Press; to Mr. E. Justice, of the North German Lloyd Steamship Co.; to the painstaking assistants, Miss Henrietta von Tobel and Mr. Albert S. Regula; and to a host of other friends whose help was invaluable. A number of interesting comparisons in line are from Prof. A. L. Hickmann's Geographical-Statistical Universal Atlas and Philips' Chamber of Commerce Atlas. Acknowledgment is made for matter from The American Almanac and Year Book, The World Almanac and the Chicago Daily News Almanac and Year Book, The Statistical Abstract of the United States, and the publications of the Census. Many items are credited where used.

New York,
October 15, 1912.

PREFACE TO FOURTH EDITION.

The edition for 1914 has been brought up to date. The errors found were trifling, so that it is hoped that the verdict of users of this edition, as well as the press, will be favorable. Editions of a statistical work aggregating 35,000 are rare.

New York,
October 22 1912

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NOTE.—A complete Table of Contents is of little value where a complete Index is provided. Those interested in a subject will find little hardship in perusing the whole chapter devoted to it.



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THE LONGEST SHIP AND THE TALLEST BUILDING.

The "Imperator," 900 feet; Woolworth Building, 750 feet.

PART I.
STATISTICAL INFORMATION.

CHAPTER I.

POPULATION AND SOCIAL
STATISTICS.

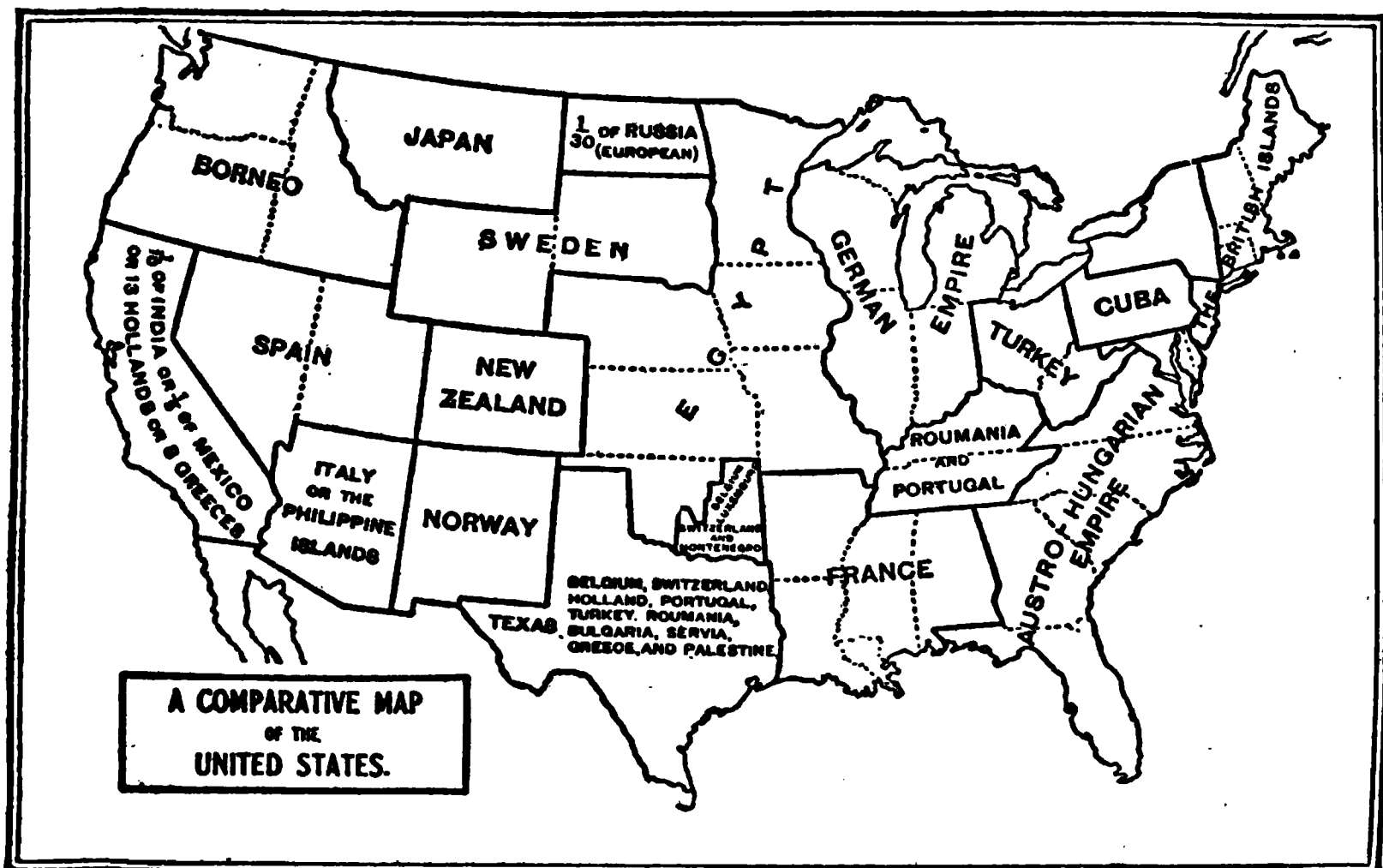
POPULATION OF THE UNITED STATES.

AREA.	1910	1900
The United States (total area of enumeration)	93, 402, 151	¹ 77, 256, 630
Continental United States	91, 972, 266	75, 994, 575
Noncontiguous territory	1, 429, 885	1, 262, 055
Alaska	64, 356	63, 592
Hawaii	191, 909	154, 001
Porto Rico	1, 118, 012	² 953, 243
Persons in military and naval service stationed abroad....	55, 608	91, 219

¹ Includes 953,243 persons enumerated in Porto Rico in 1899.

² According to the census of Porto Rico taken in 1899 under the direction of the War Department.

COMPARATIVE AREA OF THE UNITED STATES AND
FOREIGN COUNTRIES.



PROGRESS OF THE UNITED STATES IN ITS AREA, POPULATION, AND MATERIAL INDUSTRIES.

Items.	1790.	1850.	1870.	1900.	1912.
Area ¹					3,026,789
Population ²	867,980	2,997,119	3,026,789	3,026,789	95,410,303
Population ³	8,929,314	23,191,876	38,658,371	76,994,575	95,410,303
Population ⁴	4 79	7 88	12 96	25 55	32 08
Wealth ⁵		7,135,780,000	30,068,518,000	88,517,306,775	107,104,212,909
Wealth per capita ⁶		307 69	779 83	1,164 79	1,310 71
Debt, less cash in Treasury ⁷	775,463,477	63,452,774	2,331,169,956	1,107,711,258	1,027,574,997
Debt per capita ⁸	718 86	2 74	60 46	14 58	10 74
Interest-bearing debt ⁹	775,463,477	63,452,774	2,046,455,722	1,023,478,860	963,776,770
Annual interest charge ¹⁰	\$1,177,863	8,782,893	118,784,960	33,545,130	22,787,084
Interest per capita ¹¹	\$0 29	0 16	8 08	0 44	0 24
Gold coined.....	1071,485	31,961,739	23,198,788	99,272,943	17,498,523
Silver coined.....	10370,684	1,866,100	1,378,266	36,345,321	7,340,895
Gold in circulation ¹²		147,395,456	25,000,000	610,808,472	1,210,724,154
Silver in circulation ¹³				142,050,334	1,215,373,772
Gold certificates in circulation ¹⁴				200,733,019	943,435,518
Silver certificates in circulation ¹⁵				408,465,574	469,224,400
U. S. notes in circulation ¹⁶				313,971,545	337,697,321
National bank notes in circulation ¹⁷				300,115,112	705,142,259
Miscellaneous currency ¹⁸		181,366,526	36,602,075	79,008,942	2,916,570
Circulation of money.....		278,761,982	675,212,794	2,055,150,998	138,284,515,094
Per capita.....		12 02	17 50	26 93	124 34
National banks.....					7,372
Capital.....			1,612	3,732	1,038,570,875
Bank clearings New York.....			427 235,701	621,536,461	96,572,301,000
To all United States.....			27,804,539,406	51,984,588,564	168,506,362,000
Individual deposits, national banks.....				84,582,450,081	5,825,461,163
Deposits in savings banks.....		43,431,130	542,261,563	2,458,092,758	4,451,818,523
Depositors, savings banks.....		251,354	549,874,358	2,389,719,954	10,010,304
Farms and farm property ¹⁹		3,967,343,580	1,630,846	6,107,083	10,010,304
Farm products value ²⁰			148,944,857,749	120,439,901,164	140,991,449,080
Manufacturing establishments ²¹			141,968,030,927	4,417,069,973	178,498,311,000
Value of products ²²			252,148	512,254	1,268,291
Receipts—ordinary ²³			4,232,325,442	13,004,400,143	120,672,051,870
Customs.....			395,959,834	567,240,852	691,778,465
Internal revenue.....	94,409,951	1,019,106,616	194,538,374	233,164,871	311,321,672
Disbursements—ordinary ²⁴	14,399,473	43,592,889	184,899,756	295,327,927	321,612,200
War.....	2208,043	39,668,686	293,657,005	487,713,792	654,553,963
Navy.....	23,097,453	40,948,383	57,665,675	134,774,768	148,795,423
Pensions.....	231,409	7,904,725	21,780,230	55,953,078	135,591,956
Interest on public debt.....	175,814	1,866,886	26,240,202	140,877,316	153,590,466
Imports of merchandise.....	21,177,863	3,782,393	129,235,498	40,160,333	22,616,300
Exports of merchandise.....	23,000,000	173,509,526	435,958,408	849,941,184	1,653,264,984
Per capita.....	5 85	7 48	11 06	10 93	17 07
Per capita.....	20,205,156	144,375,726	392,771,769	1,394,483,082	2,204,322,409
Per capita.....	5 14	6 23	10 77	17 76	22 41

PROGRESS OF THE UNITED STATES IN ITS AREA, POPULATION, AND MATERIAL INDUSTRIES--Continued.

Items.	1790.	1850.	1870.	1900.	1912.
Imports—Silk, raw			583,589	11,259,310	21,609,520
Rubber, crude			9,624,088	49,377,138	110,210,173
Tin plates			160,932,768	147,968,804	6,613,253
Iron, steel, manufactures of	116,980	20,145,067	40,273,682	20,478,728	26,676,056
Domestic exports.					
All manufactures		23,223,108	70,040,845	484,846,235	1,020,417,687
Iron and steel manufactures		1,953,702	13,483,163	121,913,548	268,154,262
Farm animals Value		544,180,516	1,524,960,149	2,228,123,134	26,501,783,000
Cattle		17,778,907	25,484,100	43,902,414	56,527,000
Horses		4,336,719	8,248,800	13,537,624	20,567,000
Sheep		21,773,220	40,853,000	41,883,085	26,544,820,000
Mules		569,331	1,179,500	2,086,027	24,386,000
Swine		30,354,218	28,751,400	37,079,356	261,178,000
Production of gold		50,000,000	50,000,000	79,171,000	791,685,168
Silver, commercial value		50,900	16,434,000	35,741,100	273,679,786
Coal		6,266,233	29,496,154	240,789,310	279,346,621,268
Petroleum			220,951,290	2,672,062,218	279,346,621,268
Pig iron		563,755	1,665,179	13,789,242	29,726,937
Steel			68,750	10,188,329	31,251,303
Tin plates				849,004,022	2,157,055,000
Copper				270,588	275,589
Wool		52,516,959	162,000,000	288,636,621	304,043,400
Wheat		100,485,944	235,884,700	522,229,506	730,267,000
Corn		592,071,104	1,094,255,000	2,105,102,516	3,124,746,000
Cotton	6,667	2,454,442	4,352,317	10,245,602	14,090,863
Cane sugar		247,577,000	87,043,000	322,549,011	723,840,000
Sugar consumed			1,261,941,665	4,477,175,236	7,864,248,131
Cotton consumed	11,000	422,626	1,026,583	3,603,516	25,181,826
Domestic cotton exported	2,027	638,381,604	958,558,523	3,100,583,188	5,535,125,429
Railways in operation		9,021	52,922	198,964	225,4732
Passengers carried				576,831,251	2,997,409,882
Freight carried 1 mile				141,596,551,161	226,788,701,839
Revenue ton per mile				729	20,757
Passenger cars				34,713	249,818
Other cars				1,416,125	22,309,517
American vessels Built				393,700	232,669
Trading, domestic etc	56,679	279,255	276,953	4,338,145	6,782,082
Trading foreign etc	132,123	1,949,743	2,729,707	826,694	932,101
in Great Lakes	346,254	1,585,711	1,516,800	1,565,587	2,949,924
Vessels through "Soo" Canal		198,266	684,704	22,315,834	56,736,807
Commercial failures			690,826	10,774	15,542
Amount of liabilities			3,540	138,495,673	203,117,891
Post offices	75	18,417	88,242,009	76,688	58,729

PROGRESS OF THE UNITED STATES IN ITS AREA, POPULATION, AND MATERIAL INDUSTRIES—Continued.

Items.	1790.	1850.	1870.	1900.	1912.
Receipts P. O. Dept	71,296	5,499,984	19,772,221	102,354,579	246,744,016
Telegrams sent ²²			9,157,646	63,167,783	130,000,000
Newspapers, etc. ²⁴			5,871	20,806	22,837
Public schools, salaries		2,526	37,832,566	137,687,746	266,678,471
Patents issued		993	13,333	26,499	37,731
Immigrants arrived ²⁶		369,980	387,203	448,572	838,172

²¹Exclusive of Alaska and islands belonging to the United States

²²Census figures, relating to Continental United States, the figures for 1912 represent an estimate.

²³True valuation of real and personal property \$1994 \$1791 to 1850, outstanding principal of the public debt. January 1. 71791.

²⁴Figures for the years 1791 to 1850 include the total public debt \$1791 (34 months) \$1793 1795

²⁵From 1862 to 1875, inclusive gold and silver were not in circulation except on the Pacific coast where it is estimated that the average specie circulation was about \$25,000,000, and this estimate is continued for the three following years under the head of gold. After that period gold was available for circulation.

²⁶As the result of special investigation by the Director of the Mint a reduction of \$135,000,000 was made in the estimate of gold coin in circulation on July 1, 1907, as compared with the basis of previous years, and on September 1, 1910, a reduction of \$9,700,000 was made in the estimate of silver coin.

²⁷Included notes of Bank of United States State bank notes, demand notes of 1862 and 1863; fractional currency, 1863 to 1878; Treasury notes of 1890 1891 to date and currency certificates, net of June 8, 1872 1892 to 1900.

²⁸Land values being 80 per cent of currency values reported. Figures of products include betterments and additions to live stock.

²⁹Figures relate to 1910 and include value of buildings \$6,325,451.528.

³⁰Figures relate to farm products. Figures are not comparable with those of previous censuses for reasons of which see census reports.

³¹Figures relate to the census of 1910, cover the calendar year 1909, and are exclusive of neighborhood industries and hand trades, included in previous years.

³²Ordinary receipts include receipts from customs internal revenue, direct tax, public lands, and "miscellaneous," but do not include receipts from mine, mine premiums, Treasury notes or revenues of Post Office Department.

³³Includes corporation tax \$28,583,364

³⁴Includes distillery duties include distillery duties for War, Navy, Indians pensions, payments for interest, and "miscellaneous," but do not include excise duty for premiums principal of public debt, or disbursements for postal service paid from revenues thereof.

³⁵Imports for consumption after 1850.

³⁶Quota exports only after 1850.

³⁷January 1, 1914

³⁸Preliminary figures

³⁹1911.

⁴⁰Equivalent 500-pound bales.

⁴¹Includes canal boats and barges prior to 1870.

⁴²1907.

⁴³The figures relate to the Western Union only, and after 1900 do not include messages sent over leased wires or under railroad contracts.

⁴⁴Estimated

⁴⁵1850, from census of 1880; 1870 to 1900, from Rowell's Newspaper Directory; after 1900 from Ayer's American Newspaper Annual.

⁴⁶Includes salaries of teachers only. The figures are for 1911.

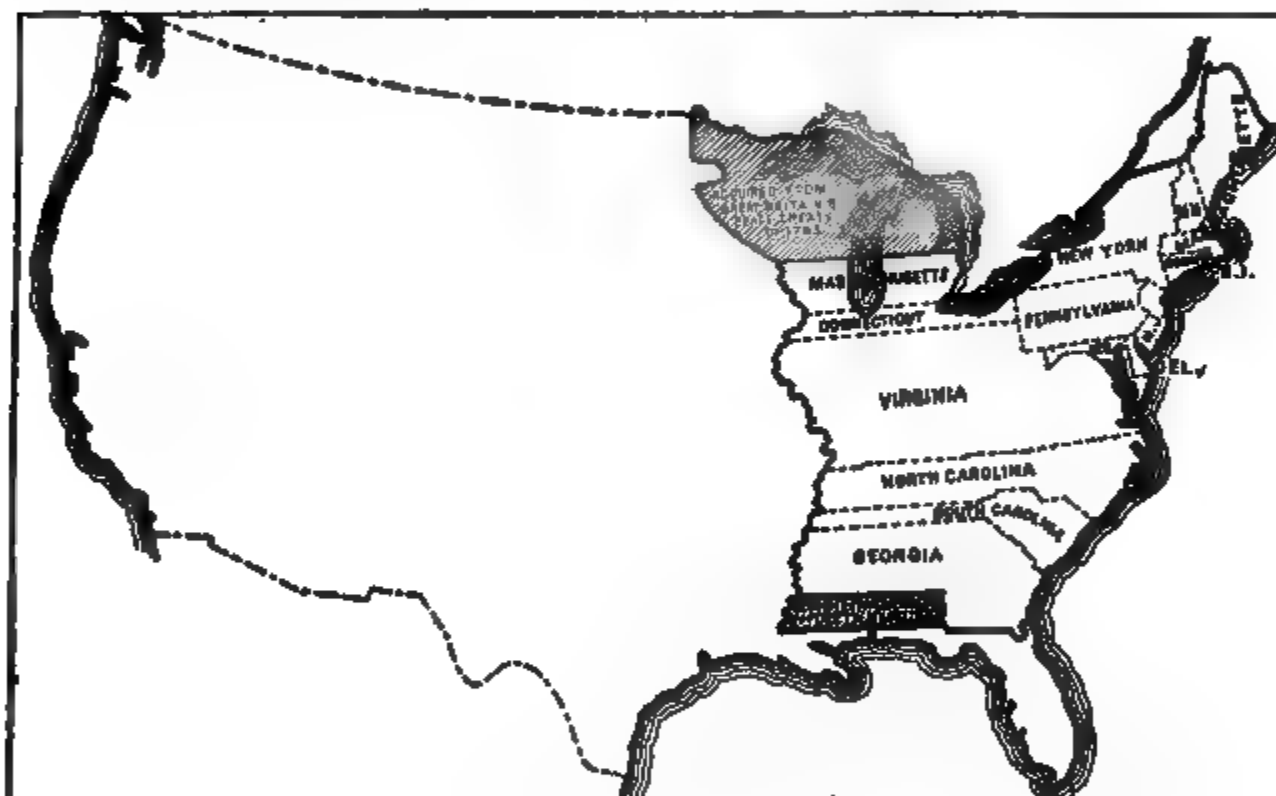
⁴⁷1850, total alien passengers arrived, 15 months ended December 31; after 1850, fiscal years ending June 30.

Figures for 1912 include outlying possessions.

AREA OF THE UNITED STATES.

ACCESSION.	Gross area in square miles.	ACCESSION.	Gross area in square miles.
Continental U. S.	3,025,789	Outlying possessions ...	716,517
Area of U. S. in 1790 ¹	892,135	Alaska, 1867	590,884
Louisiana Purchase, 1803 ..	827,987	Hawaii, 1898	6,449
Florida, 1819	58,666	Philippine Islands, 1898	115,026
Territory gained through Treaty with Spain, 1819 ..	13,435	Porto Rico, 1899	3,435
Texas, 1845	380,166	Guam, 1898	210
Oregon, 1846	286,541	Samoa, 1900	77
Mexican Cession, 1848	529,189	Panama Canal Zone, 1904 ..	436
Gadsden Purchase, 1853 ..	29,670		

¹ Includes the drainage basin of the Red River of the North, not a part of any acquisition, but previously considered a part of the Louisiana Purchase.



THE THIRTEEN ORIGINAL STATES, WITH THE ACCESSIONS OF TERRITORY GRANTED BY THE TREATY OF 1783 WITH GREAT BRITAIN.

TIDES

Tides are caused by the gravitational attraction or pull of the sun and moon upon the water and upon the earth itself. The close relation which the tides of high water bear to the times of the moon's meridian passage shows that the moon's influence in rising tides is much greater than that of the sun; it has been estimated that it is two and one-half times as great. The result of this attraction of the moon is to draw or heap up

the water, in the parts of the earth nearest it, successively towards it. The surface of the earth rises and falls twice in a lunar day of about 24 hours and 52 minutes. The tides do not always rise to the same height, but every fortnight, after the new and full moon, they become much higher than they were in the alternate weeks. These high tides are called spring tides, and the low ones neap tides.

Oregon	434,573	602,365	810,091	1,045,468	1,345,223	1,724,033	2,121,798	2,506,215	2,881,981	3,258,801	3,637,704	4,016,550	4,395,403	4,774,256	5,153,109	5,531,962	5,910,815	6,289,668	6,668,521	7,047,374	7,426,227	7,805,080	8,183,933	8,562,786	8,941,639	9,320,492	9,699,345	10,078,198	10,457,051	10,835,904	11,214,757	11,593,610	11,972,463	12,351,316	12,730,169	13,109,022	13,487,875	13,866,728	14,245,581	14,624,434	15,003,287	15,382,140	15,760,993	16,139,846	16,518,699	16,897,552	17,276,405	17,655,258	18,034,111	18,412,964	18,791,817	19,170,670	19,549,523	19,928,376	20,307,229	20,686,082	21,064,935	21,443,788	21,822,641	22,201,494	22,580,347	22,959,200	23,338,053	23,716,906	24,095,759	24,474,612	24,853,465	25,232,318	25,611,171	25,990,024	26,368,877	26,747,730	27,126,583	27,505,436	27,884,289	28,263,142	28,641,995	29,020,848	29,400,000	29,778,852	30,157,705	30,536,558	30,915,411	31,294,264	31,673,117	32,051,970	32,430,823	32,809,676	33,188,529	33,567,382	33,946,235	34,325,088	34,703,941	35,082,794	35,461,647	35,840,500	36,219,353	36,598,206	36,977,059	37,355,912	37,734,765	38,113,618	38,492,471	38,871,324	39,250,177	39,629,030	40,007,883	40,386,736	40,765,589	41,144,442	41,523,295	41,902,148	42,280,999	42,659,852	43,038,705	43,417,558	43,796,411	44,175,264	44,554,117	44,932,970	45,311,823	45,690,676	46,069,529	46,448,382	46,827,235	47,206,088	47,584,941	47,963,794	48,342,647	48,721,500	49,100,353	49,479,206	49,858,059	50,236,912	50,615,765	50,994,618	51,373,471	51,752,324	52,131,177	52,510,030	52,888,883	53,267,736	53,646,589	54,025,442	54,404,295	54,783,148	55,161,999	55,540,852	55,919,705	56,298,558	56,677,411	57,056,264	57,435,117	57,813,970	58,192,823	58,571,676	58,950,529	59,329,382	59,708,235	60,087,088	60,465,941	60,844,794	61,223,647	61,602,500	61,981,353	62,360,206	62,739,059	63,117,912	63,496,765	63,875,618	64,254,471	64,633,324	65,012,177	65,391,030	65,769,883	66,148,736	66,527,589	66,906,442	67,285,295	67,664,148	68,042,999	68,421,852	68,800,705	69,179,558	69,558,411	69,937,264	70,316,117	70,694,970	71,073,823	71,452,676	71,831,529	72,210,382	72,589,235	72,968,088	73,346,941	73,725,794	74,104,647	74,483,500	74,862,353	75,241,206	75,620,059	75,998,912	76,377,765	76,756,618	77,135,471	77,514,324	77,893,177	78,272,030	78,650,883	79,029,736	79,408,589	79,787,442	80,166,295	80,545,148	80,923,999	81,302,852	81,681,705	82,060,558	82,439,411	82,818,264	83,197,117	83,575,970	83,954,823	84,333,676	84,712,529	85,091,382	85,470,235	85,849,088	86,227,941	86,606,794	86,985,647	87,364,500	87,743,353	88,122,206	88,501,059	88,879,912	89,258,765	89,637,618	90,016,471	90,395,324	90,774,177	91,153,030	91,531,883	91,910,736	92,289,589	92,668,442	93,047,295	93,426,148	93,804,999	94,183,852	94,562,705	94,941,558	95,320,411	95,699,264	96,078,117	96,456,970	96,835,823	97,214,676	97,593,529	97,972,382	98,351,235	98,730,088	99,108,941	99,487,794	99,866,647	100,245,500	100,624,353	101,003,206	101,382,059	101,760,912	102,139,765	102,518,618	102,897,471	103,276,324	103,655,177	104,034,030	104,412,883	104,791,736	105,170,589	105,549,442	105,928,295	106,307,148	106,685,999	107,064,852	107,443,705	107,822,558	108,201,411	108,580,264	108,959,117	109,337,970	109,716,823	110,095,676	110,474,529	110,853,382	111,232,235	111,611,088	111,989,941	112,368,794	112,747,647	113,126,500	113,505,353	113,884,206	114,263,059	114,641,912	115,020,765	115,399,618	115,778,471	116,157,324	116,536,177	116,915,030	117,293,883	117,672,736	118,051,589	118,430,442	118,809,295	119,188,148	119,566,999	119,945,852	120,324,705	120,703,558	121,082,411	121,461,264	121,840,117	122,218,970	122,597,823	122,976,676	123,355,529	123,734,382	124,113,235	124,492,088	124,870,941	125,249,794	125,628,647	126,007,500	126,386,353	126,765,206	127,144,059	127,522,912	127,901,765	128,280,618	128,659,471	129,038,324	129,417,177	129,796,030	130,174,883	130,553,736	130,932,589	131,311,442	131,690,295	132,069,148	132,447,999	132,826,852	133,205,705	133,584,558	133,963,411	134,342,264	134,721,117	135,100,030	135,478,883	135,857,736	136,236,589	136,615,442	136,994,295	137,373,148	137,751,999	138,130,852	138,509,705	138,888,558	139,267,411	139,646,264	140,025,117	140,403,970	140,782,823	141,161,676	141,540,529	141,919,382	142,298,235	142,677,088	143,055,941	143,434,794	143,813,647	144,192,500	144,571,353	144,950,206	145,329,059	145,707,912	146,086,765	146,465,618	146,844,471	147,223,324	147,602,177	147,981,030	148,359,883	148,738,736	149,117,589	149,496,442	149,875,295	150,254,148	150,632,999	151,011,852	151,390,705	151,769,558	152,148,411	152,527,264	152,906,117	153,284,970	153,663,823	154,042,676	154,421,529	154,800,382	155,179,235	155,558,088	155,936,941	156,315,794	156,694,647	157,073,500	157,452,353	157,831,206	158,210,059	158,588,912	158,967,765	159,346,618	159,725,471	160,104,324	160,483,177	160,862,030	161,240,883	161,619,736	162,000,589	162,379,442	162,758,295	163,137,148	163,516,000	163,894,852	164,273,705	164,652,558	165,031,411	165,410,264	165,789,117	166,167,970	166,546,823	166,925,676	167,304,529	167,683,382	168,062,235	168,441,088	168,819,941	169,198,794	169,577,647	169,956,500	170,335,353	170,714,206	171,093,059	171,471,912	171,850,765	172,229,618	172,608,471	172,987,324	173,366,177	173,745,030	174,123,883	174,502,736	174,881,589	175,260,442	175,639,295	176,018,148	176,396,999	176,775,852	177,154,705	177,533,558	177,912,411	178,291,264	178,670,117	179,048,970	179,427,823	179,806,676	180,185,529	180,564,382	180,943,235	181,322,088	181,700,941	182,079,794	182,458,647	182,837,500	183,216,353	183,595,206	183,974,059	184,352,912	184,731,765	185,110,618	185,489,471	185,868,324	186,247,177	186,626,030	187,004,883	187,383,736	187,762,589	188,141,442	188,520,295	188,899,148	189,277,999	189,656,852	190,035,705	190,414,558	190,793,411	191,172,264	191,551,117	191,930,030	192,308,883	192,687,736	193,066,589	193,445,442	193,824,295	194,203,148	194,582,000	194,960,852	195,339,705	195,718,558	196,097,411	196,476,264	196,855,117	197,233,970	197,612,823	197,991,676	198,370,529	198,749,382	199,128,235	199,507,088	199,885,941	200,264,794	200,643,647	201,022,500	201,401,353	201,780,206	202,159,059	202,537,912	202,916,765	203,295,618	203,674,471	204,053,324	204,432,177	204,811,030	205,189,883	205,568,736	205,947,589	206,326,442	206,705,295	207,084,148	207,462,999	207,841,852	208,220,705	208,599,558	208,978,411	209,357,264	209,736,117	210,114,970	210,493,823	210,872,676	211,251,529	211,630,382	212,009,235	212,388,088	212,766,941	213,145,794	213,524,647	213,903,500	214,282,353	214,661,206	215,040,059	215,418,912	215,797,765	216,176,618	216,555,471	216,934,324	217,313,177	217,692,030	218,070,883	218,449,736	218,828,589	219,207,442	219,586,295	219,965,148	220,343,999	220,722,852	221,101,705	221,480,558	221,859,411	222,238,264	222,617,117	222,995,970	223,374,823	223,753,676	224,132,529	224,511,382	224,890,235	225,269,088	225,647,941	226,026,794	226,405,647	226,784,500	227,163,353	227,542,206	227,921,059	228,300,912	228,679,765	229,058,618	229,437,471	229,816,324	230,195,177	230,574,030	230,952,883	231,331,736	231,710,589	232,089,442	232,468,295	232,847,148	233,226,000	233,604,852	233,983,705	234,362,558	234,741,411	235,120,264	235,499,117	235,877,970	236,256,823	236,635,676	237,014,529	237,393,382	237,772,235	238,151,088	238,529,941	238,908,794	239,287,647	239,666,500	240,045,353	240,424,206	240,803,059	241,181,912	241,560,765	241,939,618	242,318,471	242,697,324	243,076,177	243,455,030	243,833,883	244,212,736	244,591,589	244,970,442	245,349,295	245,728,148	246,106,999	246,485,852	246,864,705	247,243,558	247,622,411	248,001,264	248,380,117	248,758,970	249,137,823	249,516,676	249,895,529	250,274,382	250,653,235	251,032,088	251,410,941	251,789,794	252,168,647	252,547,500	252,926,353	253,305,206	253,684,059	254,062,912	254,441,765	254,820,618	255,199,471	255,578,324	255,957,177	256,336,030	256,714,883	257,093,736	257,472,589	257,851,442	258,230,295	258,609,148	258,987,999	259,366,852	259,745,705	260,124,558	260,503,411	260,882,264	261,261,117	261,640,030	262,018,883	262,397,736	262,776,589	263,155,442	263,534,295	263,913,148	264,292,000	264,670,852	265,049,705	265,428,558	265,807,411	266,186,264	266,565,117	266,943,970	267,322,823	267,701,676	268,080,529	268,459,382	268,838,235	269,217,088	269,595,941	269,974,794	270,353,647	270,732,500	271,111,353	271,490,206	271,869,059	272,247,912	272,626,765	273,005,618	273,384,471	273,763,324	274,142,177	274,521,030	274,900,883	275,279,736	275,658,589	276,037,442	276,416,295	276,795,148	277,174,000	277,552,852	277,931,705	278,310,558	278,689,411	279,068,264	279,447,117	279,825,970	280,204,823	280,583,676	280,962,529	281,341,382	281,720,235	282,099,088	282,477,941	282,856,794	283,235,647	283,614,500	283,993,353	284,372,206	284,751,059	285,129,912	285,508,765	285,887,618	286,266,471	286,645,324	287,024,177	287,403,030	287,781,883	288,160,736	288,539,589	288,918,442	289,297,295	289,676,148	290,055,000	290,433,852	290,812,705	291,191,558	291,570,411	291,949,264	292,328,117	292,706,970	293,085,823	293,464,676	293,843,529	294,222,382	294,601,235	294,980,088	295,358,941	295,737,794	296,116,647	296,495,500	296,874,353	297,253,206	297,632,059	298,010,912	298,389,765	298,768,618	299,147,471	299,526,324
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 90 Persons on public ships in the service

POPULATION IN 1910: BY SEX, RACE, AND NATIVITY AND PARENTAGE OF WHITES, AND BY STATES AND GEOGRAPHIC DIVISIONS.

[Source: Report of the Bureau of the Census, Department of Commerce and Labor. Figures are preliminary and are subject to revision.]

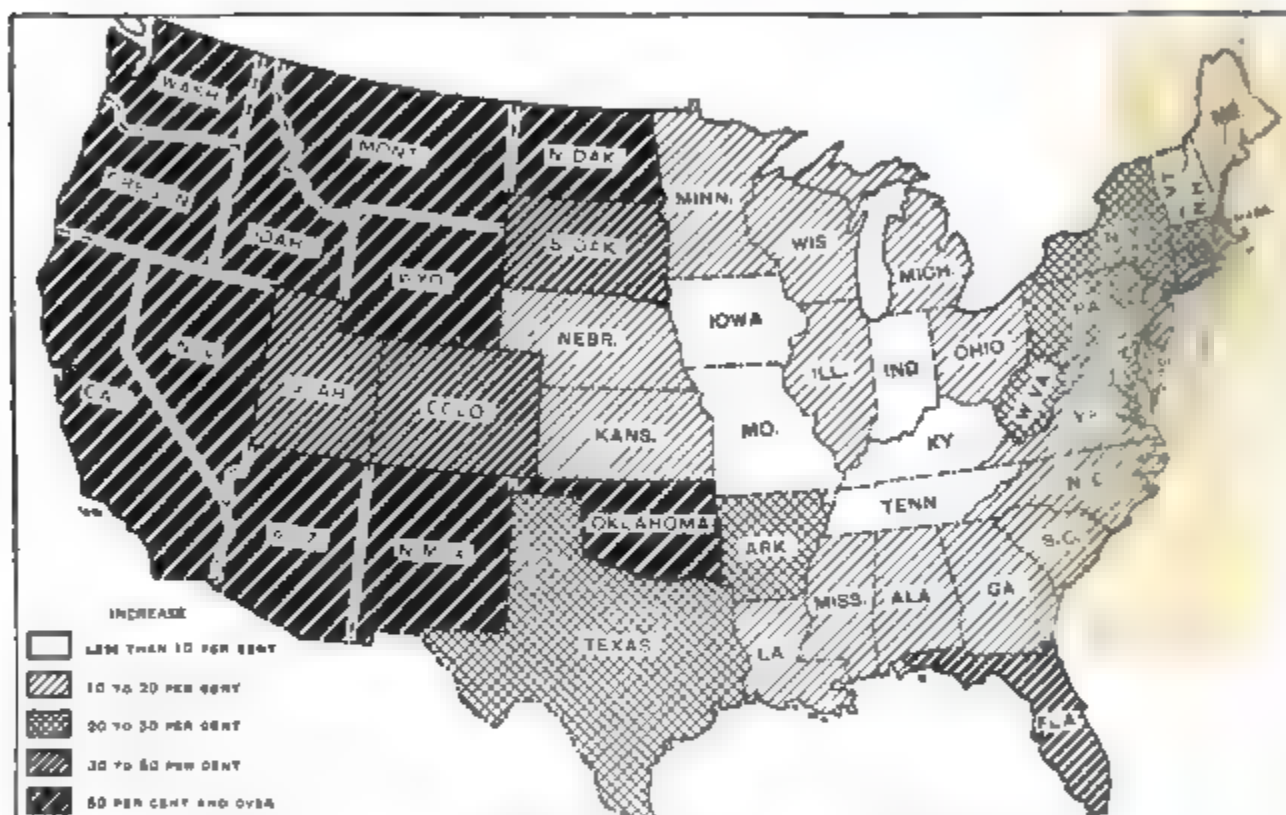
State.	Sex.		Race, nativity, and parentage.							
	Male.	Female.	Native white of native parentage.	Native white of foreign parentage.	Foreign white.	Negro.	Indian.	Chinese.	Japanese.	All other.
Alabama.....	1,074,200	1,053,884	1,177,457	52,438	18,046	905,275	809	61	3	4
Arizona.....	118,582	85,772	82,480	42,178	46,844	2,037	29,201	1,236	351	.....
Arkansas.....	810,025	764,424	1,077,509	36,806	16,013	442,891	480	59	8	1
California.....	1,322,973	1,054,576	1,106,533	635,970	517,919	21,645	16,371	36,197	41,324	2,190
Colorado.....	430,697	388,327	475,136	181,432	126,971	11,453	1,482	360	2,193	.....
Connecticut.....	563,541	551,115	388,649	374,546	328,737	15,174	152	427	71	.....
Delaware.....	103,435	99,887	127,809	25,873	17,421	31,181	5	29	4	.....
District of Columbia.....	188,060	178,019	185,711	45,068	24,331	94,446	68	389	47	11
Florida.....	394,166	358,453	373,967	35,838	33,851	305,689	74	134	45	1
Georgia.....	1,305,019	1,304,102	1,391,058	25,677	15,081	1,176,987	98	219	4	.....
Idaho.....	186,546	140,049	203,604	75,254	40,444	646	3,498	638	1,805	12
Illinois.....	2,911,853	2,726,938	2,690,565	1,724,459	1,201,928	109,041	185	2,104	276	.....
Indiana.....	1,338,299	1,317,677	2,130,168	350,747	159,118	80,289	279	248	35	.....
Iowa.....	1,148,171	1,078,600	1,303,528	632,182	273,388	15,078	471	92	30	3
Kansas.....	885,812	805,037	1,207,067	292,077	134,719	54,504	2,444	15	102	.....
Kentucky.....	1,161,709	1,128,196	1,863,157	124,776	40,023	281,656	284	50	10	.....
Louisiana.....	836,273	821,113	776,569	112,728	51,828	713,874	780	422	51	26
Maine.....	377,952	365,818	494,916	136,168	100,911	1,364	893	93	6	.....
Maryland.....	644,226	651,121	786,628	191,841	104,176	232,249	56	374	29	.....
Massachusetts.....	1,055,226	1,111,190	1,103,361	1,170,793	1,050,899	35,043	688	2,468	140	.....
Michigan.....	1,454,634	1,356,689	1,224,841	995,217	595,200	17,115	7,519	239	49	3
Minnesota.....	1,108,511	967,187	575,081	941,315	542,857	7,064	9,083	240	46	3
Mississippi.....	905,761	891,368	757,233	19,406	9,391	1,009,457	1,263	249	2	4
Missouri.....	1,067,633	1,026,497	2,387,909	513,341	328,695	187,452	313	539	91	3
Montana.....	228,868	149,187	160,129	106,811	91,547	1,884	10,746	1,276	1,808	18
Nebraska.....	697,792	644,432	943,073	369,343	178,863	7,899	3,503	109	574	29

Nevada.....	52,551	29,324	35,313	20,896	18,162	513	5,240	900	889	12
New Hampshire.....	216,290	214,282	230,231	103,118	96,560	564	34	64	1	.....
New Jersey.....	1,286,463	1,250,704	1,030,909	777,859	658,159	89,760	168	1,169	208	.....
New Mexico.....	175,245	152,056	255,609	26,331	22,662	1,688	20,573	246	252	.....
New York.....	4,584,581	4,529,033	3,200,154	3,007,507	2,729,260	124,181	6,046	5,235	1,217	14
North Carolina.....	1,098,471	1,107,816	1,485,705	8,855	5,953	697,843	7,851	78	2	.....
North Dakota.....	317,554	259,502	162,461	251,256	156,138	617	6,486	39	59	.....
Ohio.....	2,434,765	2,332,356	3,033,275	1,024,377	597,255	111,443	127	574	70	.....
Oklahoma.....	881,573	775,582	1,310,403	94,044	40,088	137,612	74,825	137	46	.....
Oregon.....	384,255	288,510	416,851	135,241	103,002	1,519	5,090	7,359	3,418	285
Pennsylvania.....	3,942,137	3,722,974	4,222,616	1,806,392	1,438,752	193,908	1,503	1,749	189	3
Rhode Island.....	270,359	272,251	159,821	194,646	178,031	9,529	284	266	33	.....
South Carolina.....	751,842	763,558	661,970	11,138	6,054	835,843	331	56	8	.....
South Dakota.....	317,101	266,787	245,665	217,478	100,628	817	19,137	120	43	.....
Tennessee.....	1,103,491	1,081,298	1,654,606	38,367	18,460	473,088	216	43	8	1
Texas.....	2,017,612	1,878,930	2,602,956	361,926	240,012	690,020	702	575	341	8
Utah.....	196,857	176,494	171,671	131,527	63,404	1,143	3,122	373	2,105	5
Vermont.....	182,568	173,388	229,382	75,055	49,861	1,621	26	8	3	.....
Virginia.....	1,035,348	1,026,264	1,325,238	37,943	26,628	671,096	539	154	14	.....
Washington.....	658,650	483,340	585,401	282,529	241,227	6,058	10,997	2,706	12,886	186
West Virginia.....	644,044	577,075	1,042,107	57,638	57,072	64,173	36	90	3	.....
Wisconsin.....	1,208,541	1,125,319	763,224	1,044,764	512,569	2,900	10,142	224	34	3
Wyoming.....	91,666	54,299	80,711	32,497	27,165	2,235	1,486	244	1,571	56
Total.....	47,332,123	44,640,144	49,488,441	18,900,663	13,343,583	9,828,294	265,683	70,944	71,722	2,936
<i>Geographic divisions.</i>										
New England.....	3,265,137	3,287,544	2,613,362	2,653,346	1,813,999	66,294	2,076	3,348	266	.....
Middle Atlantic.....	9,813,181	9,502,711	8,462,679	5,591,758	4,826,171	417,849	7,717	8,093	1,609	16
East North Central.....	9,302,792	8,857,829	9,752,073	5,109,594	3,066,070	300,779	18,265	3,390	455	5
West North Central.....	6,092,899	5,545,052	6,523,804	3,215,002	1,612,308	243,241	41,405	1,158	986	36
South Atlantic.....	6,124,600	6,060,295	7,341,198	439,859	290,587	4,112,487	9,054	1,553	180	12
East South Central.....	4,245,170	4,164,731	5,452,453	215,075	96,820	2,652,506	2,612	408	23	9
West South Central.....	4,544,485	4,240,049	5,767,439	606,306	348,841	1,984,397	76,767	1,264	426	94
Mountain.....	1,478,010	1,155,507	1,486,653	616,983	437,239	21,519	75,338	5,473	10,209	103
Pacific.....	2,365,878	1,826,426	2,108,765	1,053,740	861,548	29,222	32,488	46,262	57,628	2,661

CENTRE OF POPULATION.

At the time of the first census, the centre of population was 23 miles east of Baltimore, Maryland, since which time it has moved steadily westward. In 1800 it was 18 miles west of Baltimore, in 1810 40 miles northwest by west from Washington, D. C.; in 1820 16 miles north of Woodstock, Va.; in 1830 19 miles west-southwest of Moorefield, W. Va.; in 1840 16 miles south of Clarksburg, W. Va.; in 1850 23 miles southwest of Parkersburg, W. Va.; in 1860 20 miles south of Chillicothe,

Ohio; in 1870 48 miles east by north of Cincinnati, Ohio; in 1890 20 miles east of Columbus, Indiana; in 1900 6 miles southeast of Columbus, Indiana; and finally, in 1910 in the city of Bloomington, Indiana. During the 120 years that the United States has existed the centre has moved over 550 miles westward, or in other words, from west latitude 78 degrees 11 minutes 12 seconds to west latitude 86 degrees 32 minutes 20 seconds.



PERCENTAGE OF INCREASE BY STATES 1900-1910.

INCREASE IN POPULATION.

CENSUS YEAR.	Population of continental United States.	DECREASE OVER PRECEDING CENSUS.		Adjusted percentages of increase.
		Number	Per cent.	
1910.....	91,972,288	16,977,691	21.6	21.0
1900.....	75,994,576	13,046,861	20.7	20.7
1890.....	62,947,714	12,791,931	20.3	24.9
1880.....	50,165,783	11,597,412	20.1	28.0
1870.....	38,558,371	7,115,050	22.8	28.6
1860.....	31,443,321	8,251,445	35.6	35.6
1850.....	23,101,876	6,122,423	35.9	35.9
1840.....	17,069,453	4,203,433	32.7	32.7
1830.....	12,866,020	3,227,567	33.5	33.5
1820.....	9,638,453	2,398,572	33.1	33.1
1810.....	7,239,881	1,931,396	36.4	36.4
1800.....	5,306,483	1,879,269	35.1	35.1
1790.....	3,929,214			

POPULATION OF CITIES

OF THE

UNITED STATES

Census of 1910

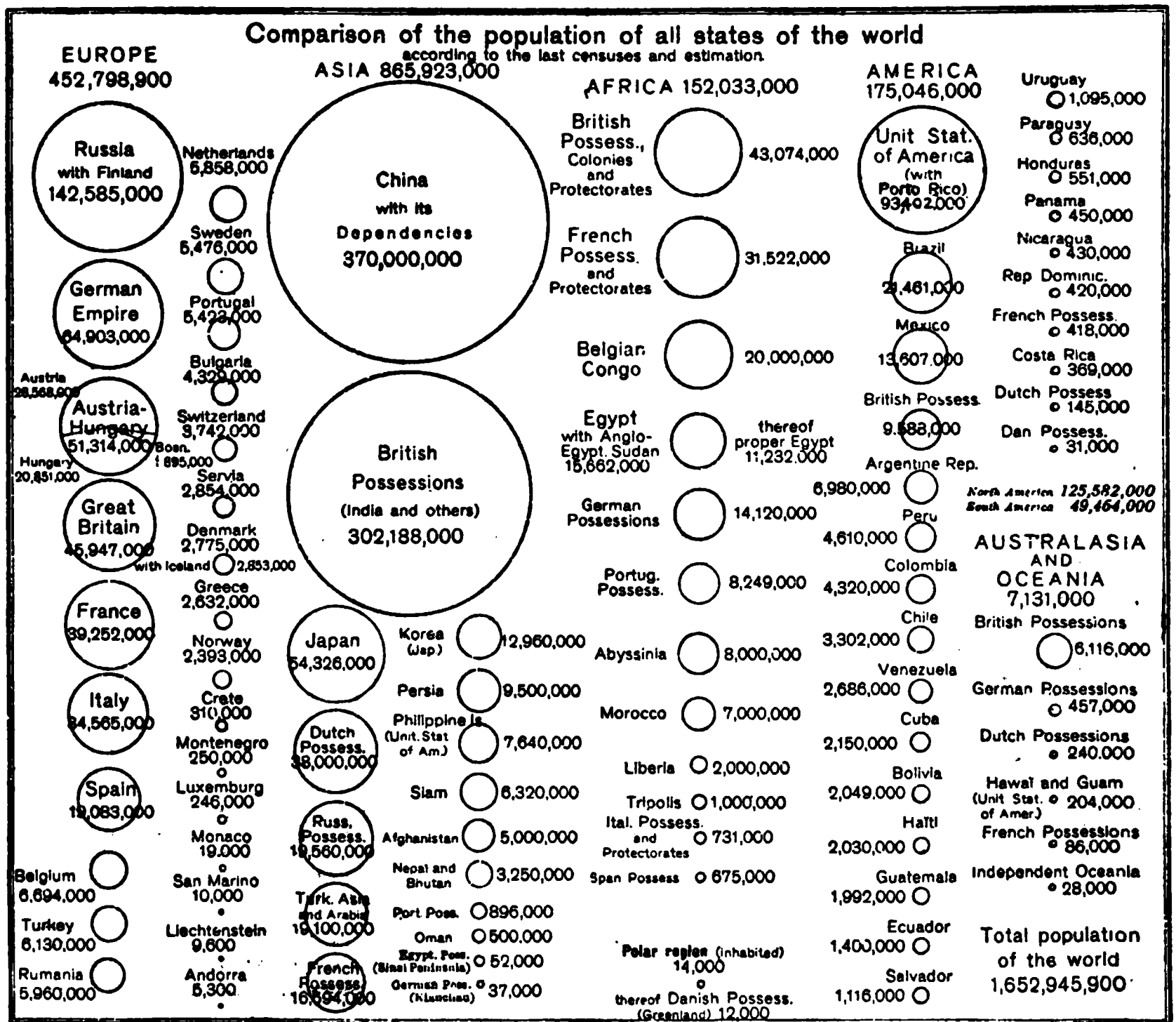
Cities of over 100,000 population

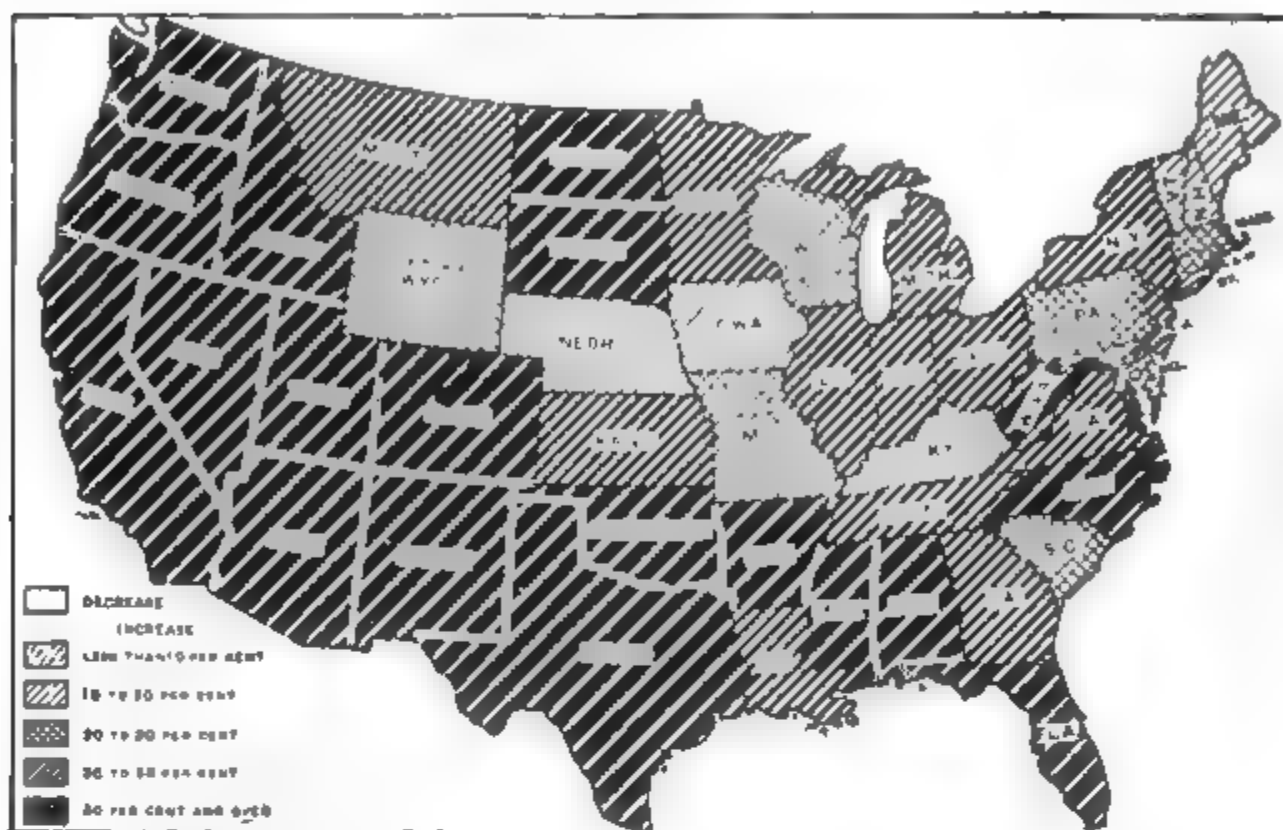
Albany, N. Y.	100,253	Indianapolis, Ind.	233,650	Philadelphia, Pa.	1,549,008
Atlanta, Ga.	154,839	Jersey City, N. J.	267,779	Pittsburgh, Pa. .	533,905
Baltimore, Md. .	558,485	Kansas City, Mo.	248,381	Portland, Ore.	207,214
Birmingham, Ala.	132,685	Los Angeles, Cal.	319,198	Providence, R. I.	224,326
Boston, Mass.	670,585	Louisville, Ky.	223,928	Richmond, Va. .	127,628
Bridgeport, Conn.	102,054	Lowell, Mass.	106,294	Rochester, N. Y..	218,149
Buffalo, N. Y.	423,715	Memphis, Tenn.	131,105	St. Louis, Mo. . .	687,029
Cambridge, Mass.	104,839	Milwaukee, Wis..	373,857	St. Paul, Minn. .	214,744
Chicago, Ill. . . .	2,185,283	Minneapolis, Minn.	301,408	San Francisco, Cal.	416,912
Cincinnati, Ohio.	304,463	Nashville Tenn.	110,364	Scranton, Pa. . .	129,867
Cleveland, Ohio.	560,663	Newark N. J.	347,469	Seattle, Wash. . .	237,194
Columbus, Ohio..	181,548	New Haven, Ct.	133,605	Spokane, Wash.	104,402
Dayton, Ohio....	116,577	New Orleans La.	339,076	Syracuse, N. Y...	137,249
Denver, Colo....	213,381	New York, N. Y.	4,766,883	Toledo, Ohio . . .	168,497
Detroit, Mich....	465,766	Oakland Cal.	150,174	Washington, D. C.	331,069
Fall River, Mass.	119,295	Omaha, Neb.	124,096	Worcester, Mass.	145,986
Grand Rapids, Mich.	112,571	Paterson N. J.	125,600		

Cities of from 25,000 to 100,000 population

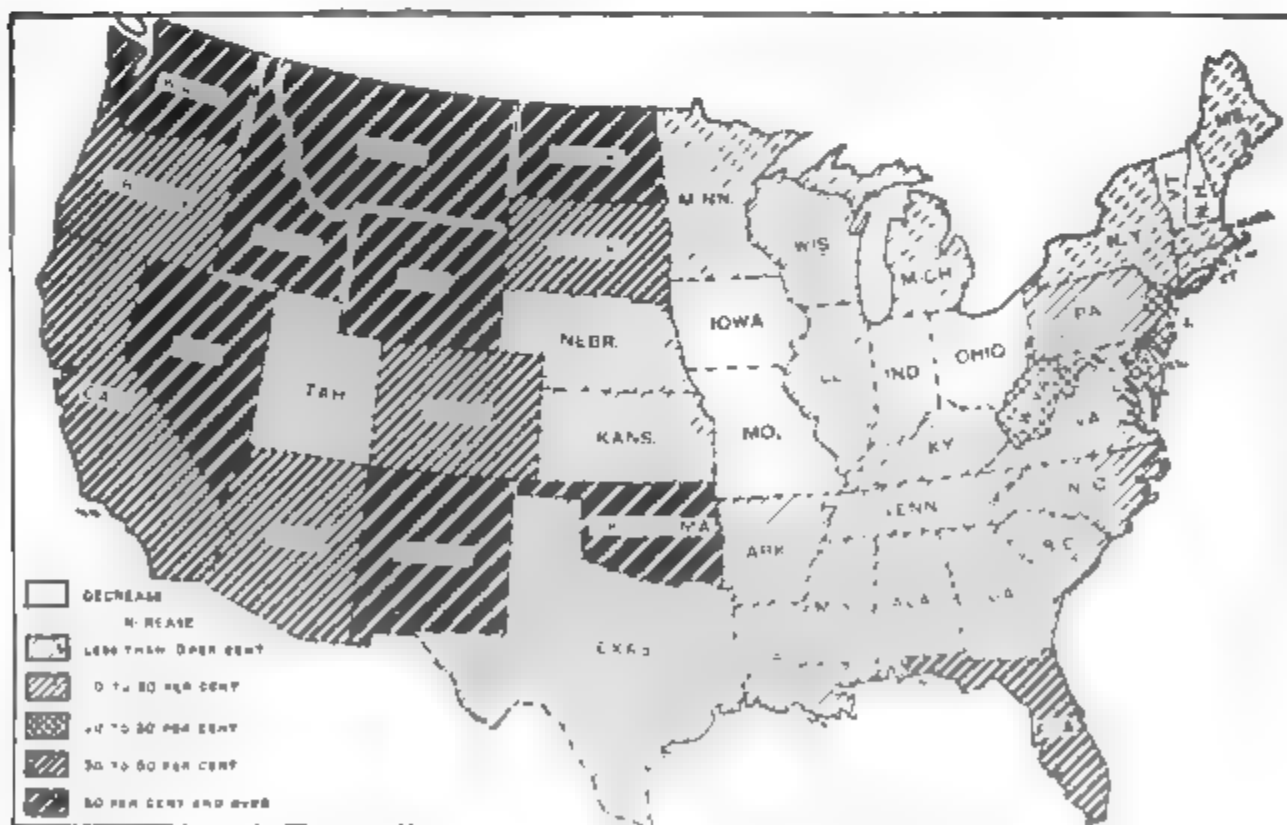
Akron, Ohio.	59,967	Decatur, Ill.	31,140	Kansas City, Kans..	82,381
Allentown, Pa.	51,913	Des Moines, Iowa.	86,368	Kingston, N. Y.	25,908
Altoona, Pa.	52,127	Dubuque, Iowa..	38,494	Knoxville, Tenn. . .	36,346
Amsterdam, N. Y.	31,267	Duluth, Minn. . . .	78,466	La Crosse, Wis.	30,417
Atlantic City, N. J..	46,150	Easton Pa.	28,523	Lancaster, Pa.	47,227
Auburn, N. Y.	34,668	East Orange, N. J.	34,371	Lansing, Mich. . . .	31,229
Augusta, Ga.	41,040	East St. Louis, Ill.	58,547	Lawrence, Mass. . .	85,892
Aurora, Ill.	29,807	El Paso, Tex. . . .	39,279	Lewiston, Me. . . .	26,247
Austin, Tex.	29,860	Elgin Ill.	25,976	Lexington, Ky.	35,099
Battle Creek, Mich.	25,267	Elizabeth, N. J. . .	73,409	Lima, Ohio.	30,508
Bay City, Mich.	45,166	Elmira, N. Y.	37,176	Lincoln, Nebr.	43,973
Bayonne, N. J.	45,546	Erie Pa.	66,525	Little Rock, Ark. . .	45,941
Berkeley, Cal. . . .	40,434	Evansville Ind..	69,647	Lorain, Ohio . . .	28,883
Binghamton, N. Y.	48,443	Everett Mass.	33,484	Lynchburg, Va. . .	29,494
Bloomington, Ill. . .	25,768	Fitchburg, Mass.	37,826	Lynn Mass. . . .	89,336
Brockton, Mass. . .	56,878	Flint, Mich.	38,550	Marion, Ga. . . .	40,665
Brookline, Mass. . .	27,792	Fort Wayne Ind.	63,933	McKeesport Pa. . .	42,694
Butte, Mont. . . .	39,166	Fort Worth, Tex. .	73,312	Madison Wis. . . .	25,531
Camden, N. J.	94,538	Galveston, Tex. . .	36,981	Malden, Mass. . . .	44,404
Canton, Ohio	50,217	Green Bay, Wis. . .	25,236	Manchester, N. H. .	70,063
Cedar Rapids, Iowa.	32,811	Hamilton, Ohio. . .	35,279	Meriden Conn. . . .	27,265
Charleston, S. C. . .	58,833	Harrisburg, Pa. . .	64,186	Mobile, Ala. . . .	51,521
Charlotte, N. C.	34,014	Hartford, Conn. . .	98,915	Montgomery, Ala. .	38,136
Chattanooga, Tenn.	44,604	Haverhill, Mass. . .	44,115	Mount Vernon N. Y.	30,919
Chelsea, Mass.	32,452	Hazleton, Pa. . . .	25,452	Muskogee, Okla. . .	25,278
Chester, Pa.	38,637	Hoboken, N. J. . .	70,324	Nashua N. H. . . .	26,006
Chicopee, Mass.	25,401	Holyoke, Mass. . . .	57,730	Newark Ohio . . .	25,404
Clinton, Iowa.	25,577	Houston, Tex. . . .	78,800	New Bedford Mass.	96,652
Colorado Springs Colo.	29,078	Huntington, W. Va..	31,161	New Britain Conn..	43,916
Columbia, S. C.	26,319	Jackson, Mich. . . .	31,423	Newburgh N. Y. . .	27,805
Council Bluffs, Iowa.	29,292	Jacksonville, Fla. .	57,699	Newcastle Pa. . . .	36,280
Covington, Ky.	53,270	Jamestown, N. Y. . .	31,297	Newport Ky. . . .	30,309
Dallas, Tex.	92,104	Johnstown, Pa. . . .	55,482	Newport, R. I. . . .	27,149
Danville, Ill.	27,871	Joliet, Ill.	34,670	New Rochelle, N. Y.	28,867
Davenport, Iowa. . .	43,028	Joplin, Mo.	32,078	Newton, Mass. . . .	39,806
		Kalamazoo, Mich.	39,437	Niagara Falls, N. Y..	30,445

Norfolk, Va.....	67,452	St. Joseph, Mo.....	77,403	Terre Haute, Ind....	58,157
Norristown, Pa.....	27,875	Salem, Mass.....	43,697	Topeka, Kans.....	43,684
Ogden, Utah.....	25,580	Salt Lake City, Utah	92,777	Trenton, N. J.....	96,815
Oklahoma City, Okla	64,205	San Antonio, Tex....	96,614	Troy, N. Y.....	76,813
Orange, N. J.....	29,630	San Diego, Cal.....	39,578	Utica, N. Y.....	74,419
Oshkosh, Wis.....	33,062	San Jose, Cal.....	28,946	Waco, Tex.....	26,425
Pasadena, Cal.....	30,291	Savannah, Ga.....	65,064	Waltham, Mass.....	27,834
Passaic, N. J.....	54,773	Schenectady, N. Y..	72,826	Warwick, R. I.....	26,629
Pawtucket, R. I....	51,622	Sheboygan, Wis.....	26,398	Waterbury, Conn....	73,141
Peoria, Ill.....	66,950	Shenandoah, Pa.....	25,774	Waterloo, Iowa.....	26,693
Perth Amboy, N. J..	32,121	Shreveport, La.....	28,015	Watertown, N. Y....	26,730
Pittsfield, Mass....	32,121	Sioux City, Iowa....	47,828	West Hoboken, N. J.	35,403
Portland, Me.....	58,571	Somerville, Mass....	77,236	Wheeling, W. Va....	41,641
Portsmouth, Va....	33,190	South Bend, Ind....	53,684	Wichita, Kans.....	52,450
Poughkeepsie, N. Y.	27,936	South Omaha, Nebr.	26,259	Wilkes-Barre, Pa....	67,105
Pueblo, Colo.....	44,395	Springfield, Ill....	51,678	Williamsport, Pa....	31,860
Quincy, Ill.....	36,587	Springfield, Mass....	88,926	Wilmington, Del....	87,411
Quincy, Mass.....	32,642	Springfield, Mo....	35,201	Wilmington, N. C...	25,748
Racine, Wis.....	38,002	Springfield, Ohio..	46,921	Woonsocket, R. I...	38,125
Reading, Pa.....	96,071	Stamford, Conn.....	25,138	Yonkers, N. Y.....	79,803
Roanoke, Va.....	34,874	Superior, Wis.....	40,384	York, Pa.....	44,750
Rockford, Ill.....	45,401	Tacoma, Wash.....	83,743	Youngstown, Ohio..	79,066
Sacramento, Cal....	44,696	Tampa, Fla.....	37,782	Zanesville, Ohio....	28,026
Saginaw, Mich.....	50,510	Taunton, Mass.....	34,259		

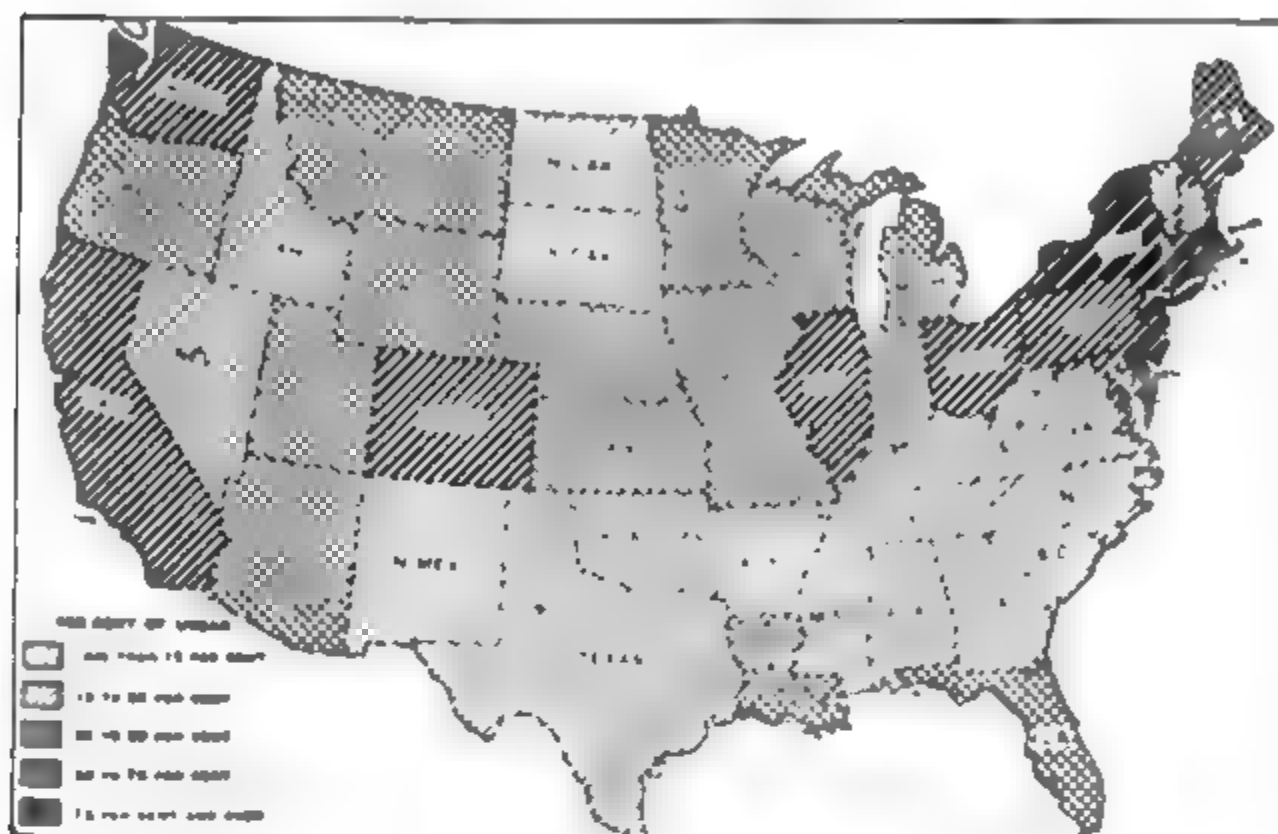




PERCENTAGE OF INCREASE IN URBAN POPULATION:
1900-1910.



PERCENTAGE OF INCREASE IN RURAL POPULATION:
1900-1910.



PERCENTAGE OF URBAN IN TOTAL POPULATION IN 1910.

COLOR, NATIVITY AND PARENTAGE OF POPULATION, FOR PRINCIPAL CITIES OF THE UNITED STATES.

There are in all 229 cities which had in 1910 more than 25,000 inhabitants, with an aggregate population of 28,543,816. Of the combined population of these cities, native whites of native parentage number 10,149,145, or 35.6 per cent., native whites of foreign or mixed parentage, 9,218,990, or 32.3 per cent., foreign-born whites, 7,478,990, or 26.2 per cent., negroes, 1,828,801, or 6.4 per cent., all other, 71,081, or 0.2 per cent. For continental United States, as a whole, the equivalent numbers and percentages are: Native whites of native parentage, 49,488,875, or 63.8 per cent., native whites of foreign or mixed parentage 18,897,837, or 20.5 per cent., foreign-born whites, 13,365,845, or 14.5 per cent., negroes, 9,837,769, or 10.7 per cent.

The combined population (28,543,816) of the 229 cities taken together constitutes 21 per cent. of the entire population (91,972,206) of continental United States in 1910. In the same, however, of native whites of native parentage, the number in these cities constitutes only 20.5 per cent. of the total number in the United States, while for native whites of foreign or mixed parentage the percentage is 46.8 and for foreign-born whites, 56. For negroes the percentage in the principal cities is 16.5.

The foreign-born white element is mainly concentrated in the Northern and Eastern states, and in many of the cities in these states the proportion of foreign-born whites in the total population is very large. Paterson, N. J., has 28,467 foreign-born whites, representing 52 per cent. of its total population (54,773). This is the largest proportion of foreign-born whites in any of the principal cities, and Lawrence, Mass., with 41,319 foreign-born whites in a total population of 85,597, has the next largest proportion, 48.1 per cent. There are 11 other cities in each of which the foreign-born whites constitute more than 40 per cent. of the total population, namely Perth Amboy, N. J., 44.5; New Bedford, Mass., 44.1; Woonsocket, R. I., 43.4; Fall River, Mass., 42.6; Chelsea, Mass., 42.4; Manchester, N. H., 42.4; New Britain, Conn., 41; Lowell, Mass., 40.9; Shenandoah, Pa., 40.6; New York, N. Y., 40.4; Holyoke, Mass., 40.3.

Negroes constitute one-fourth or more of the total population in each of 27 principal cities, and in 4 of them the proportion is more than half, namely Charleston S. C., 51.056 negroes, or 52.8 per cent.; Savannah, Ga., 33,246, or 51.1 per cent.; Jacksonville, Fla., 29,792 or 50.8 per cent.; Montgomery, Ala., 19,323, or 50.7 per cent.

AREA OF STATES AND TERRITORIES.

(Based upon careful joint calculations made in the General Land Office, the Geological Survey, and the Bureau of the Census.)

States or Territories.	Land surface.		Water surface.		Total area.	
	Sq. m.	Acres.	Sq. m.	Acres.	Sq. m.	Acres.
Alabama.....	51,279	32,818,500	719	450,160	51,998	33,278,730
Arizona.....	113,810	72,838,400	165	103,440	113,975	72,941,840
Arkansas.....	52,525	33,615,000	810	518,400	53,335	34,134,400
California.....	155,652	98,017,200	2,845	1,802,800	158,497	101,810,000
Colorado.....	103,658	66,341,130	300	185,600	103,958	66,526,730
Connecticut.....	4,820	3,084,800	145	92,800	4,965	3,177,600
Delaware.....	1,945	1,257,600	405	254,200	2,350	1,511,800
District of Columbia.....	60	38,400	10	6,400	70	44,800
Florida.....	54,951	35,111,040	2,305	2,435,200	57,256	37,546,240
Georgia.....	58,725	37,584,000	540	345,600	59,265	37,929,600
Idaho.....	83,344	53,340,500	534	341,760	83,878	53,682,260
Illinois.....	55,043	35,067,500	623	398,080	55,666	35,465,580
Indiana.....	35,815	23,048,800	308	197,760	36,123	23,246,560
Iowa.....	55,505	35,375,140	551	350,040	56,056	35,725,180
Kansas.....	81,774	52,337,360	384	245,760	82,158	52,583,120
Kentucky.....	40,181	25,715,440	417	266,880	40,598	25,982,320
Louisiana.....	45,400	29,001,760	2,007	1,282,080	47,407	30,283,840
Maine.....	29,895	19,132,800	1,145	2,012,800	31,040	21,145,600
Maryland.....	9,941	6,362,340	2,385	1,537,040	12,326	7,899,380
Massachusetts.....	8,039	5,144,960	227	145,280	8,266	5,290,240
Michigan.....	57,480	37,184,000	800	512,000	58,280	37,696,000
Minnesota.....	80,565	51,749,120	1,224	2,447,360	81,789	52,196,480
Mississippi.....	46,362	29,671,800	505	321,920	46,867	29,993,720
Missouri.....	68,727	43,585,760	603	443,520	69,330	44,029,280
Montana.....	146,201	93,566,560	795	509,440	147,006	94,076,000
Nebraska.....	76,908	49,157,760	712	455,840	77,620	49,613,600
Nevada.....	109,821	70,265,440	809	519,160	110,630	70,784,600
New Hampshire.....	9,031	5,779,840	310	198,400	9,341	5,978,240
New Jersey.....	7,514	4,808,800	710	451,200	8,224	5,260,000
New Mexico.....	122,509	78,407,360	131	83,840	122,640	78,491,200
New York.....	47,834	30,504,960	1,650	992,000	49,484	31,496,960
North Carolina.....	48,740	31,193,600	1,000	2,359,040	49,740	32,552,640
North Dakota.....	70,103	44,917,120	654	418,560	70,757	45,335,680
Ohio.....	40,740	26,073,600	303	192,000	41,043	26,265,600
Oklahoma.....	69,414	44,424,960	448	411,520	70,862	44,836,480
Oregon.....	95,087	61,188,480	1,082	698,880	96,169	61,887,360
Pennsylvania.....	44,532	28,692,480	294	188,160	44,826	28,880,640
Rhode Island.....	1,007	632,800	181	115,840	1,188	748,640
South Carolina.....	30,495	19,515,400	494	316,160	30,989	19,831,560
South Dakota.....	76,868	49,135,520	747	478,080	77,615	49,613,600
Tennessee.....	41,087	26,679,040	335	214,400	41,422	26,893,440
Texas.....	262,365	167,034,720	1,498	2,338,720	263,863	170,373,440
Utah.....	80,184	51,597,760	2,000	1,280,000	82,184	52,877,760
Vermont.....	9,134	5,839,360	440	281,600	9,574	6,120,960
Virginia.....	40,202	25,731,200	2,305	1,463,040	42,507	27,194,240
Washington.....	66,835	42,775,200	2,291	1,466,240	69,126	44,241,440
West Virginia.....	24,022	15,374,400	148	94,720	24,170	15,469,120
Wisconsin.....	55,255	35,363,840	310	518,400	55,565	35,882,240
Wyoming.....	97,584	62,406,400	220	204,800	97,804	62,611,200
Total.....	2,973,800	1,903,280,000	52,829	33,555,360	3,026,629	1,936,835,360
Alaska.....					500,000	312,500,000
Guam.....					210	134,400
Hawaii.....					6,449	4,127,800
Panama Canal strip.....					474	303,360
Philippine Islands.....					115,026	73,116,640
Porto Rico.....					3,435	2,198,400
Tutuila Group, Samoa.....					77	49,280

Owing to their location adjoining the Great Lakes, the States enumerated below contain approximately an additional number of square miles as follows: Illinois, 1,574 square miles of Lake Michigan; Indiana, 230 square miles of Lake Michigan; Michigan, 18,653 square miles of Lake Superior, 12,922 square miles of Lake Michigan, 9,925 square miles of Lake Huron, and 460 square miles of lakes St. Clair and Erie; Minnesota, 2,514 square miles of Lake Superior; New York, 3,140 square miles of lakes Ontario and Erie; Ohio, 3,443 square miles of Lake Erie; Pennsylvania, 891 square miles of Lake Erie; Wisconsin, 2,378 square miles of Lake Superior and 7,500 square miles of Lake Michigan.

In addition to the water areas noted above, California claims jurisdiction over all Pacific waters lying within 3 English miles of her coast. Oregon claims jurisdiction over a similar strip of the Pacific Ocean 1 marine league in width between latitude 42° north and the mouth of the Columbia River; and Texas claims jurisdiction over a strip of Gulf water 3 leagues in width, adjacent to her coast and between the Rio Grande and the Sabine River.

AREA OF THE UNITED STATES BY SIZE OF STATES.

STATE.	Rank in gross area.	AREA IN SQUARE MILES.		
		Gross.	Land.	Water. ¹
Continental United States.....	.....	3,026,789	2,973,890	52,899
Texas.....	1	265,896	262,398	3,498
California.....	2	158,297	155,652	2,645
Montana.....	3	146,997	146,201	796
New Mexico.....	4	122,634	122,503	131
Arizona.....	5	113,956	113,810	146
Nevada.....	6	110,690	109,821	869
Colorado.....	7	103,948	103,658	290
Wyoming.....	8	97,914	97,594	320
Oregon.....	9	96,699	95,607	1,092
Utah.....	10	84,990	82,184	2,806
Minnesota.....	11	84,682	80,858	3,824
Idaho.....	12	83,888	83,354	534
Kansas.....	13	82,158	81,774	384
South Dakota.....	14	77,615	76,868	747
Nebraska.....	15	77,520	76,808	712
North Dakota.....	16	70,837	70,183	654
Oklahoma.....	17	70,057	69,414	643
Missouri.....	18	69,420	68,727	693
Washington.....	19	69,127	66,836	2,291
Georgia.....	20	59,265	58,725	540
Florida.....	21	58,666	54,861	3,805
Michigan.....	22	57,980	57,480	500
Illinois.....	23	56,665	56,043	622
Iowa.....	24	56,147	55,586	561
Wisconsin.....	25	56,066	55,256	810
Arkansas.....	26	53,335	52,525	810
North Carolina.....	27	52,426	48,740	3,686
Alabama.....	28	51,998	51,279	719
New York.....	29	49,204	47,654	1,550
Louisiana.....	30	48,506	45,409	3,097
Mississippi.....	31	46,865	46,362	503
Pennsylvania.....	32	45,126	44,832	294
Virginia.....	33	42,627	40,262	2,365
Tennessee.....	34	42,022	41,687	335
Ohio.....	35	41,040	40,740	300
Kentucky.....	36	40,598	40,181	417
Indiana.....	37	36,354	36,045	309
Maine.....	38	33,040	29,895	3,145
South Carolina.....	39	30,989	30,495	494
West Virginia.....	40	24,170	24,022	148
Maryland.....	41	12,327	9,941	2,386
Vermont.....	42	9,564	9,124	440
New Hampshire.....	43	9,341	9,031	310
Massachusetts.....	44	8,266	8,039	227
New Jersey.....	45	8,224	7,514	710
Connecticut.....	46	4,965	4,820	145
Delaware.....	47	2,370	1,965	405
Rhode Island.....	48	1,248	1,067	181
District of Columbia.....	49	70	60	10

¹ Does not include the water surface of the oceans, the Gulf of Mexico, or the Great Lakes, lying within the jurisdiction of the United States.

A census just completed by the Isthmian Canal Commission shows that in 1911 there were 154,255 persons in the Canal Zone. The City of Panama has a population of

35,368, of which 18,237 are Mestizos, 10,963 negroes, 7,008 white, and 1,180 Amarillos or yellows. Colon has 17,748 inhabitants.

POPULATION OF CONTINENTAL UNITED STATES PER SQUARE MILE.

CENSUS YEAR.	Population of continental United States.	Land area in square miles.	Popula- tion per square mile.
1910.....	91,072,288	2,972,880	30.9
1890.....	75,994,576	2,974,150	25.6
1880.....	62,947,714	2,973,955	21.2
1870.....	50,155,783	2,973,955	16.9
1860.....	38,558,371	2,973,955	12.9
1850.....	31,441,321	2,973,955	10.6
1840.....	23,191,876	2,944,337	7.9
1830.....	17,060,453	1,753,508	9.7
1820.....	12,866,020	1,753,508	7.3
1810.....	9,638,453	1,753,508	5.5
1800.....	7,230,481	1,086,855	4.3
1790.....	5,308,453	867,880	6.1
1780.....	3,929,214	867,880	4.5

PRISON POPULATION IN 1910.

The prison population of the United States on January 1, 1910 was 111,609, and the number of commitments to prisons or other penal institutions, during the year 1910, was 479,800. These figures include every class of offense, from vagrancy to murder in the first degree. They also include cases in which the offender was committed to jail or prison for the non-payment of a fine. The ratio of prisoners to population on January 1, 1910, was 121 to

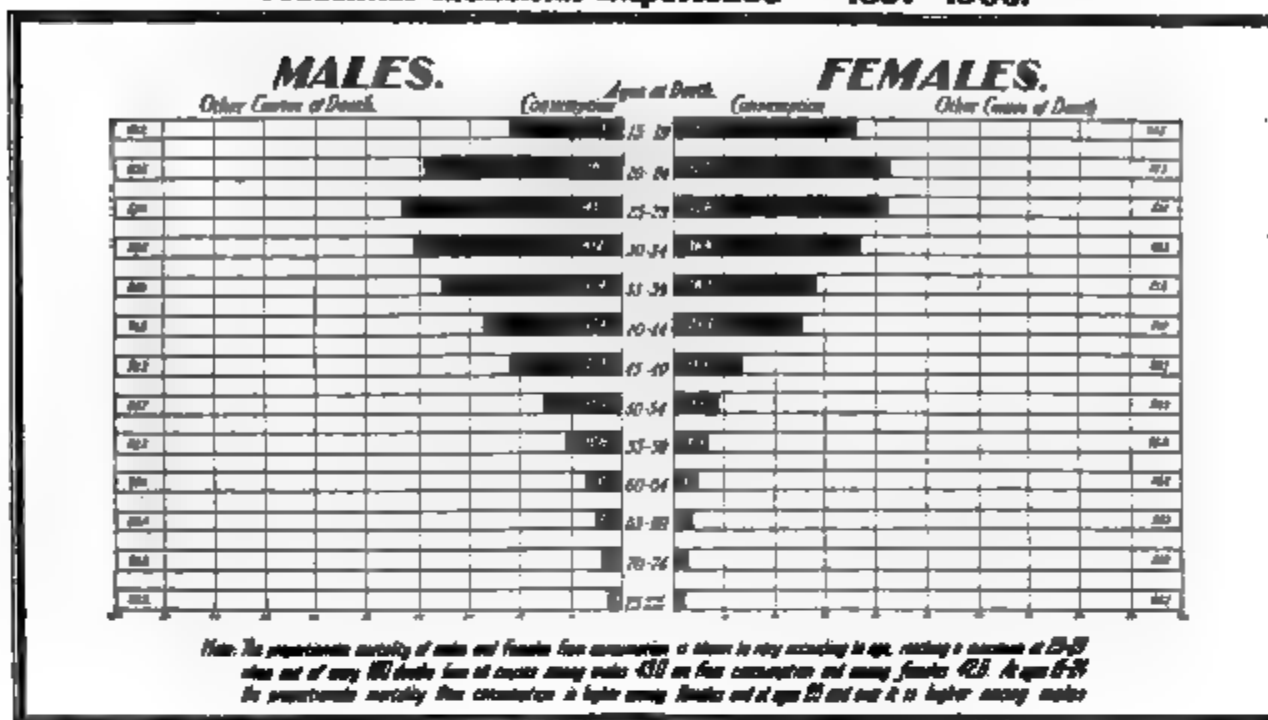
100,000, and the ratio of commitments to population during the year 1910 was 522 to 100,000. Thus it appears that, at the beginning of the year 1910, one person out of every 826 in the United States greeted the New Year in jail, and that, during 1910, for every 192 persons in the total population, there was one commitment to prison or jail, for a period ranging from one day to a life sentence.



POPULATION PER SQUARE MILE: 1910.

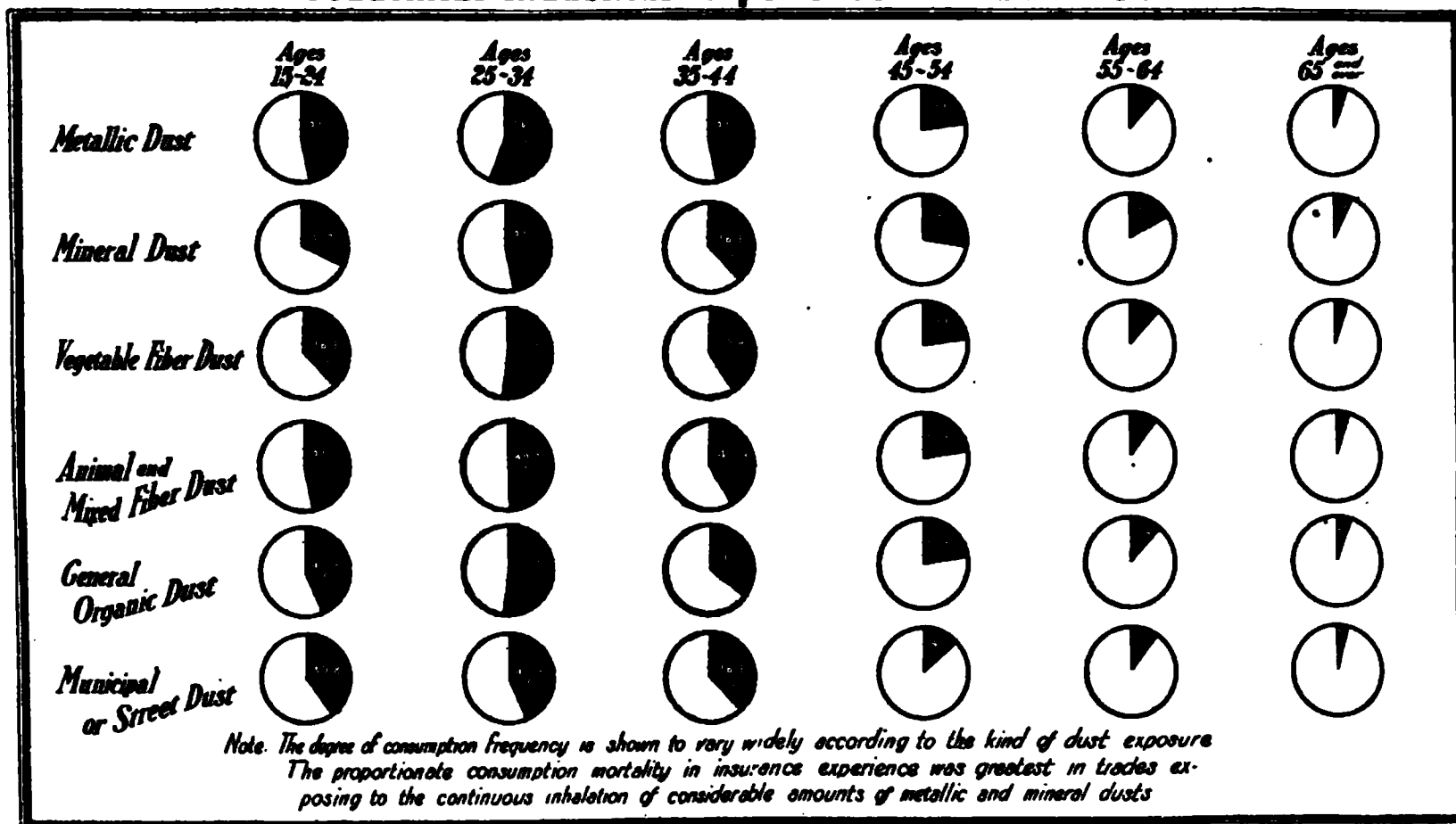
Mortality from Consumption by Age and Sex.

Prudential Industrial Experience ~ 1897-1906.



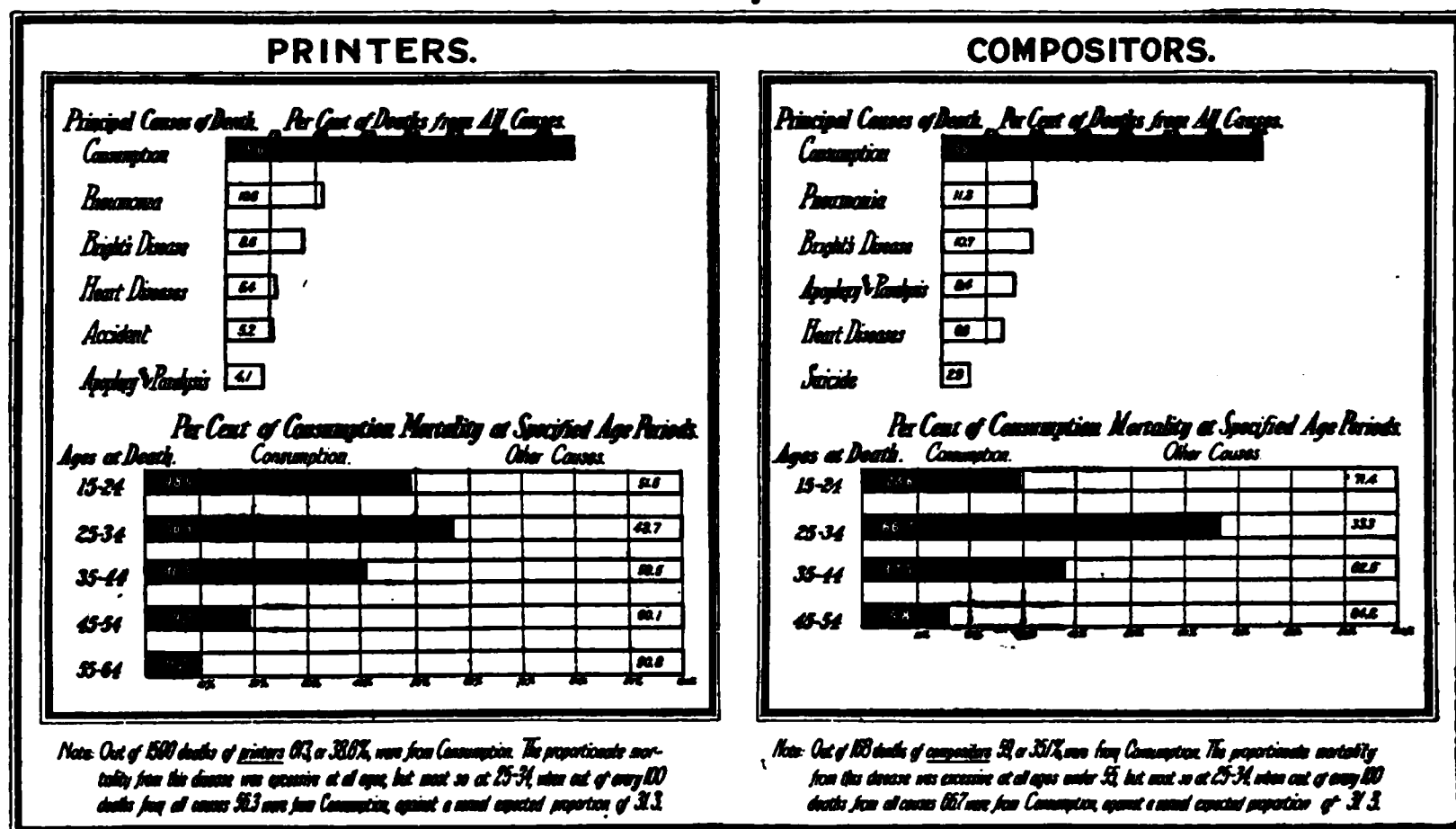
Mortality from Consumption in Dusty Trades.

Prudential Industrial Experience ~ 1897-1906.



Mortality from Consumption - Exposure to Metallic Dust.

Prudential Industrial Experience ~ 1897-1906.



Recent statistics show that at the end of May, 1910, there were 431 state and local anti-tuberculosis associations, 286 special dispensaries, 393 special sanatoria and hospitals, and 22,720 beds for tuberculosis

cases. It was estimated that there were 300,000 indigent consumptives in the United States, in May, 1910, and that it would cost \$50,000,000 yearly to take care of them in institutions.

SUICIDES IN ONE HUNDRED AMERICAN CITIES, 1891-1912.

YEARS.	Population.	Suicides.	Rate per 100,000 Population.
1891.....	12,818,957	1,727	13.5
1892.....	13,335,186	1,713	12.8
1893.....	13,686,566	2,097	15.3
1894.....	14,038,525	2,139	15.2
1895.....	14,539,050	2,218	15.3
1896.....	15,027,676	2,360	15.7
1897.....	15,416,634	2,563	16.6
1898.....	15,892,764	2,630	16.5
1899.....	16,260,285	2,594	15.9
1900.....	16,753,366	2,728	16.3
1901.....	17,248,177	2,855	16.5
1902.....	17,743,001	3,139	17.7
1903.....	18,237,846	3,513	19.3
1904.....	18,732,699	3,766	20.1
1905.....	19,254,249	3,650	19.0
1906.....	19,837,798	3,537	17.8
1907.....	20,421,363	3,975	19.5
1908.....	21,004,938	4,582	21.8
1909.....	21,588,516	4,537	21.0
1910.....	22,172,095	4,377	19.7
1891-1895.....	48,418,284	9,894	14.5
1896-1900.....	79,859,725	12,895	16.2
1901-1905.....	91,215,972	15,923	18.6
1906-1910.....	105,024,708	31,008	20.0

Courtesy of The Spectator.—F. L. Hoffman, Compiler.

During the year 1911 there were 4,460 suicides out of a population of 22,758,471, or equivalent to 19.6 per 100,000 of population. During 1912 there were 4,397 suicides out of a population of 23,336,602 or 18.8 per 100,000 population.

COMPARISON OF SUICIDES AND BUSINESS FAILURES IN THE UNITED STATES, 1891-1912.

YEAR	Suicides per 100,000 of Population in 100 American Cities.	Business Failures in the United States per 1,000 Existing Business Concerns.*
1891.....	13.5	10.7
1892.....	12.8	8.8
1893.....	15.3	12.8
1894.....	15.2	12.5
1895.....	15.3	10.9
1896.....	15.7	13.1
1897.....	16.6	12.6
1898.....	16.5	11.0
1899.....	15.9	8.1
1900.....	16.3	9.2
1901.....	16.5	9.0
1902.....	17.7	9.3
1903.....	19.3	9.4
1904.....	20.1	9.2
1905.....	19.0	8.5
1906.....	17.8	7.7
1907.....	19.5	8.2
1908.....	21.8	10.8
1909.....	21.0	8.0
1910.....	19.7	8.0

* Furnished by R. G. Dun & Co.

In 1911 there were 8.1 and in 1912, 9.8 failures per 1,000 existing business concerns.

DEATHS IN REGISTRATION AREA.

During the year 1911 the total number of deaths in the Registration Area of the United States was 839,284, this comprises only 58.3 per cent. of the population of the country, so that if the same proportion of deaths were found in the districts where there is no registration, the total number of deaths in the United States would be nearly double the figure given above. Of this number, 779,770, or 929.1 for every thousand deaths, were white. Of the deaths among the whites, 569,425 were native born, of which number 306,192 had both parents native born and 193,628 had parents either one or both of which were foreign born. Other deaths among the white population were 199,346 foreign born, and 10,999 unknown. The deaths among the colored population totaling 59,519, or 70.9 for every thousand deaths, were divided as follows: Negro, 56,431; Indian, 1,539; and Chinese and Japanese, 1,724.

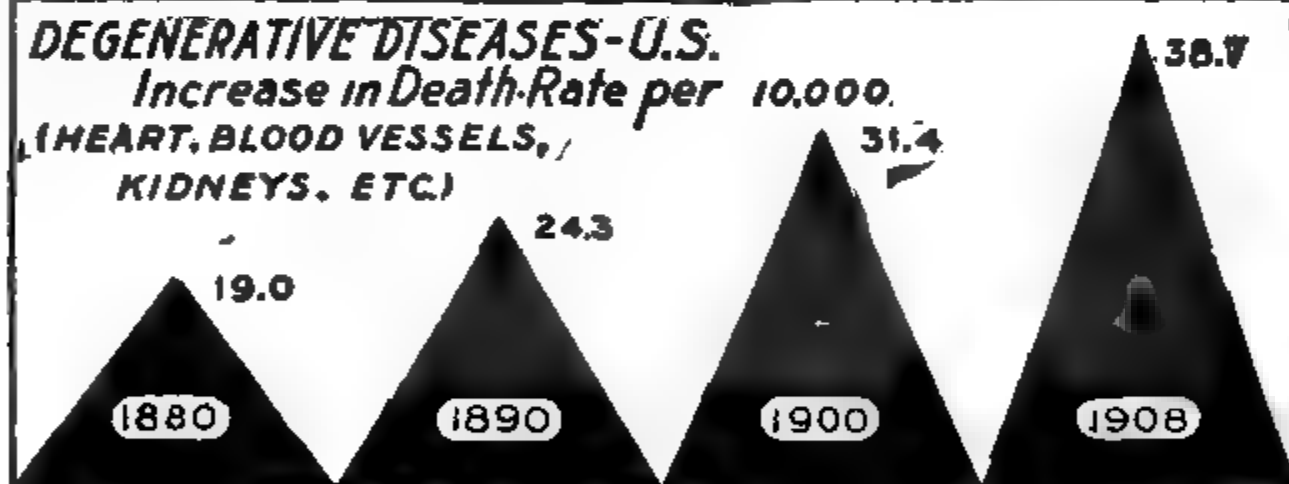
Of the total number of deaths, 457,308 were males and 381,976 were females. The total number of deaths among children less than one year of age was 149,322; of those from one to five years of age, 60,160; from five to twenty-five, 83,909, from twenty-five to fifty, 184,214; from fifty to seventy-five, 247,008, over seventy-five, 113,375; and of unknown age, 1,296.

Out of every thousand deaths, 177.9 occur before the end of the first year of life; 71.7 between the ages of one and five; 100.0 between five and twenty-five; 219.5 between

twenty-five and fifty; 324.4 between fifty and seventy-five; 135.0 above seventy-five; and 1.5 at an unknown age. Out of every one thousand deaths 544.9 are males and 455.1 females.

Dividing the deaths in the Registration Area of the United States for the year 1911 according to diseases, we find that 12,451 died of typhoid fever; 1,802 of malaria, smallpox, 130; measles, 5,922; scarlet fever, 5,243; whooping cough, 6,682; diphtheria and croup, 11,174; influenza, 9,244; other epidemic diseases, 6,133; tuberculosis, 94,205; cancer and other malignant tumors, 44,024; diabetes, 8,805; diseases of the nervous system and of the organs of special sense, 81,428; diseases of the circulatory system, 109,830; diseases of the respiratory system, 99,650; diseases of the digestive system, 98,600; non-venereal diseases of the genito-urinary system and annexa, 67,348; from external causes, suicide, 9,622; accidental or undefined, 50,121; homicide, 3,907; and all other causes, 112,913.

The rate of death per hundred thousand population of the more important of these diseases is as follows: Typhoid fever, 21.0; tuberculosis, 158.8; cancer and other malignant tumors, 74.3; diseases of the nervous system and of the organs of special sense, 137.4; diseases of the circulatory system, 185.3; diseases of the respiratory system, 168.1; diseases of the digestive system, 166.3; non-venereal diseases of the genito-urinary system, and annexa, 113.6.



THE PENALTY OF NEGLECT

The heavy increase in life waste from diseases of the heart, blood vessels, kidneys—apoplexy, etc., demands the attention of the American people. They are over-taxing and neglecting the hardest worked organs of the body, and the penalty is needless disease and premature death for tens of thousands annually. This can only be checked by the adoption of more healthful habits of living and by improvement in hygiene and sanitation.

SUICIDE RECORD OF 1912.

The suicide record of 100 American cities for the year ending 1912 shows a suicide mortality of 4,397 out of a total population for these cities of 23,336,602, or equivalent to 20.2 per 100,000 of population. With only two exceptions this is the lowest rate attained during any year since 1901, when the rate was only 16.8. The average suicide rate by quinquennial periods for the last two decades eliminating fluctuations by single

years, has shown a continuous upward tendency, being 15.7 for the first five years, 16.6 during the next five years, and increasing to 19.1 and 20.2 in the succeeding periods. The highest recorded rate for the 100 cities was for San Francisco, Cal., in which the rate was 44.0 per 100,000 of population, against the general average for all the cities of 20.2.

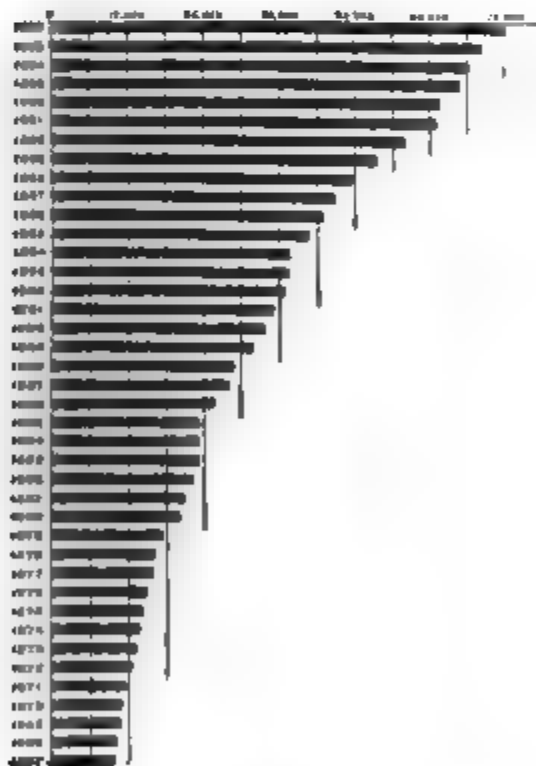
Abstract from article by F. L. Hoffman in "The Spectator," October 2, 1913.

MARRIAGES AND DIVORCES: NUMBER AND INCREASE, SPECIFYING DIVORCES GRANTED TO HUSBAND OR WIFE, 1887 TO 1906.

[Source: Reports of the Bureau of the Census, Department of Commerce and Labor.]

Calendar year.	Marriages.		Divorces.					
	Number.	Increase over preceding year.	Total number.	Increase over preceding year.	Granted to husband.		Granted to wife.	
					Number.	Per cent.	Number.	Per cent.
1887.....	483,069		27,919	2,384	9,729	34.8	18,190	65.2
1888.....	504,530	21,461	28,869	750	10,022	35.0	18,847	65.0
1889.....	531,457	26,927	31,735	2,866	11,126	35.1	20,609	64.9
1890.....	542,537	11,080	33,461	1,726	11,625	34.7	21,836	65.3
1891.....	562,412	19,875	35,540	2,079	12,478	35.1	23,062	64.9
1892.....	577,870	15,458	36,579	1,039	12,577	34.4	24,002	65.6
1893.....	578,673	803	37,468	889	12,590	33.6	24,878	66.4
1894.....	566,161	12,512	37,568	100	12,551	33.4	25,017	66.6
1895.....	598,855	32,694	40,387	2,819	13,466	33.3	26,921	66.7
1896.....	613,873	15,018	42,937	2,550	14,448	33.6	28,489	66.4
1897.....	622,350	8,477	44,899	1,762	14,785	33.0	29,934	67.0
1898.....	625,655	3,305	47,849	2,150	15,988	33.4	31,861	66.6
1899.....	650,610	24,955	51,437	3,588	16,925	32.9	34,512	67.1
1900.....	685,284	34,674	55,751	4,314	18,620	33.4	37,131	66.6
1901.....	716,621	31,337	60,964	5,233	20,608	33.8	40,976	67.2
1902.....	746,733	30,112	61,480	496	20,056	32.6	41,424	67.4
1903.....	786,132	39,399	64,925	3,445	21,321	32.8	43,604	67.2
1904.....	781,145	14,987	66,199	1,274	22,189	33.5	44,010	66.5
1905.....	804,787	23,642	67,976	1,777	23,220	32.7	45,756	67.3
1906.....	863,290	48,503	72,062	4,086	23,455	32.5	48,607	67.5

¹ Decrease.



ANNUAL NUMBER OF DIVORCES
1887-1906.

During the hunting season of 1911 there were 101 deaths recorded as against 113 for 1910, 87 in 1909, 57 in 1908, 82 in 1907 and 74 in 1906. The greatest number of deaths occurred in the State of Michigan where 16 persons were killed, followed by Illinois with 14 and Wisconsin with 13.

FOREIGN-BORN WHITE POPULATION OF THE U. S. BY COUNTRY OF BIRTH.

COUNTRY.	1910	1900	In-crease.
Total foreign-born white.....			
13,342,500 10,213,617 3,128,883			
Austria-Hungary...	1,658,700	636,968	1,021,732
Austria.....	1,190,200	491,259	698,941
Hungary.....	468,500	145,709	322,791
Germany.....	2,499,200	2,813,413	-314,213
Great Britain.....	1,221,400	1,166,863	54,537
England.....	875,400	830,830	44,570
Scotland.....	203,400	233,473	-29,927
Wales.....	82,600	93,560	-10,960
Ireland.....	1,351,400	1,615,232	-263,832
Italy.....	1,341,800	483,963	857,837
Russia and Finland.....	1,706,900	640,710	1,066,190
Russia.....	1,577,300	578,072	999,228
Finland.....	129,600	62,638	66,962
Norway, Sweden, and Denmark...	1,250,500	1,062,124	188,376
Norway.....	403,500	336,379	67,121
Sweden.....	665,500	571,986	93,514
Denmark.....	181,500	153,759	27,741
Other Europe.....	749,300	450,036	299,264
France.....	117,100	104,031	13,069
Greece.....	101,100	8,513	92,587
Holland.....	120,000	104,922	15,078
Switzerland.....	124,800	115,581	9,219
All other.....	280,300	116,989	169,311
Canada and Newfoundland.....	1,198,000	1,172,745	25,255
Mexico.....	218,500	101,908	116,592
All other countries.....	146,500	69,855	76,646

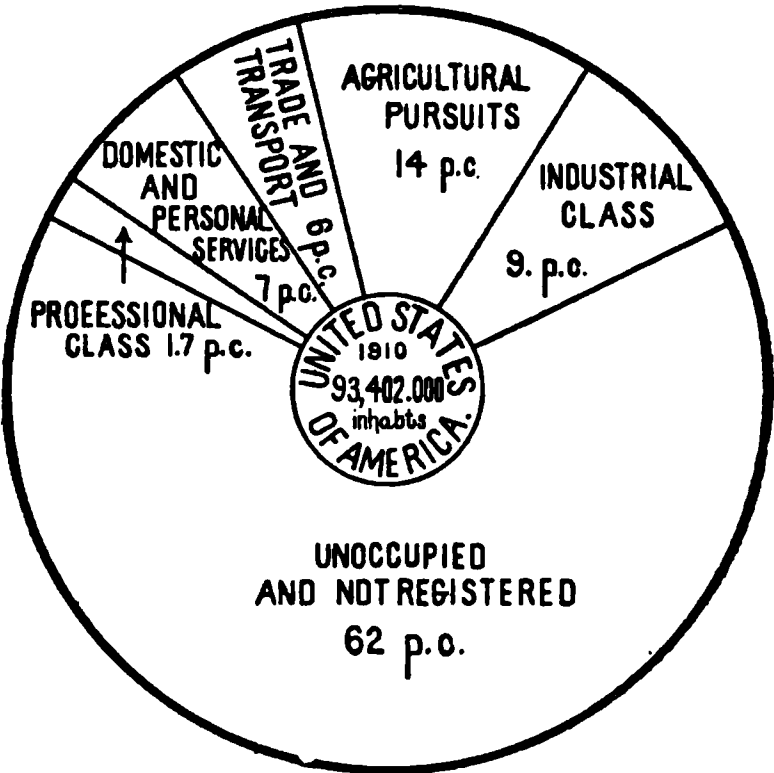
DIVORCES: NUMBER AND CAUSES, SPECIFYING THOSE GRANTED TO HUSBAND OR WIFE, BY QUINQUENNIAL PERIODS, 1887 TO 1906.

[Source: Reports of the Bureau of the Census, Department of Commerce and Labor.]

Cause.	1887-1891		1892-1896		1897-1901		1902-1906		Increase 1902-1906 as compared with 1887-1891	
	Num-ber.	Per-cent.	Num-ber.	Per-cent.	Num-ber.	Per-cent.	Num-ber.	Per-cent.	Num-ber.	Per-cent.
GRANTED TO HUSBAND.										
Adultery.....	17,139	31.2	19,956	30.4	24,269	28.1	29,526	27.0	12,387	72.3
Cruelty.....	4,047	7.4	6,068	9.2	9,385	10.9	13,678	12.5	9,631	238.0
Desertion.....	27,150	49.4	31,805	48.5	43,186	50.0	54,142	49.6	26,992	99.4
Drunkenness.....	592	1.1	765	1.2	986	1.1	1,093	1.0	501	84.6
Neglect to provide.....			2	(¹)	1	(¹)	3	(¹)	3	(¹)
Combinations of preceding causes, etc.....	2,654	4.8	3,190	4.9	3,681	4.3	4,805	4.4	2,151	81.0
All other causes ²	3,398	6.2	3,836	5.8	4,798	5.6	5,994	5.5	2,596	76.4
Total.....	54,980	100.0	65,622	100.0	86,306	100.0	109,241	100.0	54,261	98.7
GRANTED TO WIFE.										
Adultery.....	10,880	10.6	13,714	10.6	16,915	9.7	21,360	9.6	10,480	96.3
Cruelty.....	25,200	24.6	34,509	26.7	48,797	28.0	64,541	28.9	39,341	156.1
Desertion.....	35,666	34.8	43,153	33.4	58,382	33.5	74,018	33.1	38,352	107.5
Drunkenness.....	5,397	5.3	6,913	5.3	8,828	5.1	11,942	5.3	6,545	121.3
Neglect to provide.....	4,605	4.5	6,857	5.3	10,423	6.0	12,779	5.7	8,174	177.5
Combinations of preceding causes, etc.....	13,770	13.5	15,757	12.2	19,979	11.5	25,013	11.2	11,243	81.6
All other causes ²	6,826	6.7	8,414	6.5	11,090	6.4	13,748	6.2	6,922	101.4
Total.....	102,344	100.0	129,317	100.0	174,414	100.0	223,401	100.0	121,057	118.3

¹ Less than one-tenth of 1 per cent.

² Includes causes unknown.



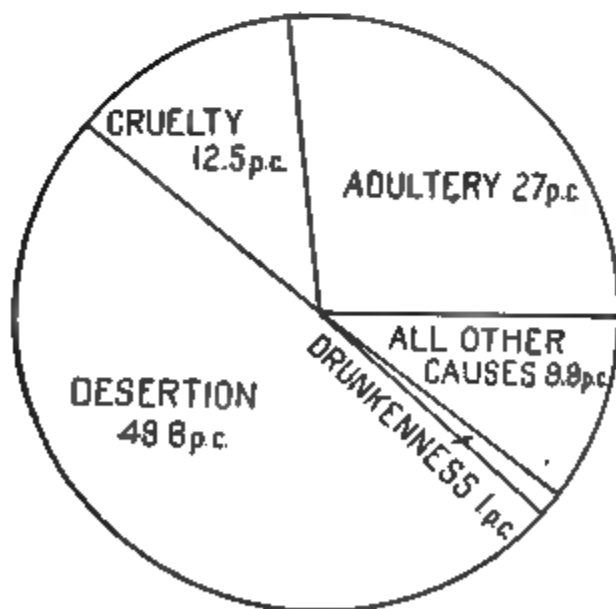
APPROXIMATE DISTRIBUTION OF PURSUITS.

DIVORCES: TOTAL NUMBER GRANTED, SPECIFYING THOSE GRANTED TO HUSBAND OR WIFE, BY NUMBER OF YEARS MARRIED, 1887 TO 1906.¹

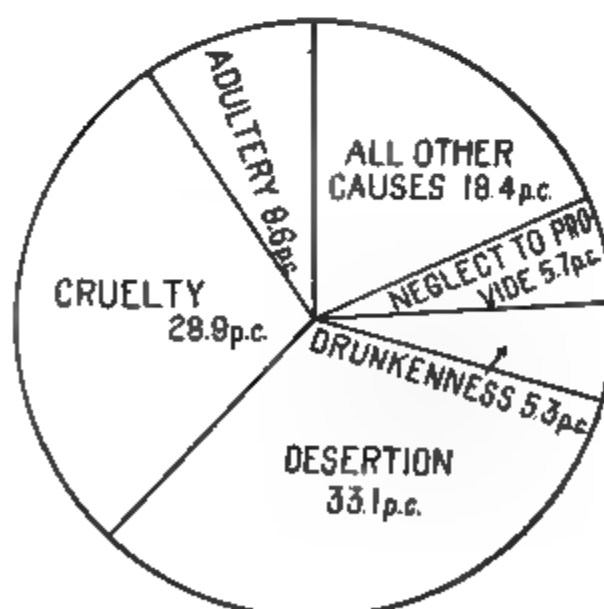
[Source: Reports of the Bureau of the Census, Department of Commerce and Labor.]

Number of years married.	Granted to husband.		Granted to wife.		Total.	
	Number.	Per cent.	Number.	Per cent.	Number.	Per cent.
Less than 1 year.....	6,684	2.2	12,192	2.0	18,876	2.1
1 year.....	9,074	3.1	18,489	3.1	27,563	3.1
2 years.....	19,571	6.6	41,910	6.9	61,481	6.9
3 years.....	24,033	8.1	49,019	8.1	73,052	8.1
4 years.....	24,438	8.2	49,475	8.2	73,913	8.2
5 years.....	22,942	7.7	45,828	7.6	68,770	7.6
6 years.....	31,142	7.1	41,624	6.9	72,766	7.0
7 years.....	18,947	6.4	37,470	6.2	56,417	6.3
8 years.....	17,059	5.7	33,595	5.6	50,654	5.6
9 years.....	14,659	4.9	29,738	4.9	44,397	4.9
10 years.....	13,631	4.6	27,099	4.5	40,730	4.5
11 years.....	12,081	4.1	24,288	4.0	36,369	4.0
12 years.....	10,521	3.5	21,450	3.6	31,971	3.6
13 years.....	9,230	3.1	19,030	3.2	28,260	3.1
14 years.....	8,210	2.8	16,867	2.8	25,077	2.8
15 years.....	7,376	2.5	15,608	2.6	22,979	2.6
16 years.....	6,393	2.1	13,632	2.3	20,025	2.3
17 years.....	5,742	1.9	12,159	2.0	17,901	2.0
18 years.....	5,125	1.7	10,898	1.8	16,018	1.8
19 years.....	4,446	1.5	9,307	1.6	14,253	1.6
20 years.....	4,351	1.6	9,518	1.6	13,864	1.5
21 years.....	3,805	1.3	8,386	1.4	12,141	1.3
22 years.....	3,318	1.1	7,171	1.2	10,489	1.2
23 years.....	2,918	1.0	6,575	1.1	9,493	1.1
24 years.....	2,644	.9	6,952	1.0	9,596	1.0
25 years and over.....	19,120	6.4	35,314	5.9	54,434	6.0
Total.....	297,455	100.0	603,129	100.0	900,584	100.0

¹ Calendar years.



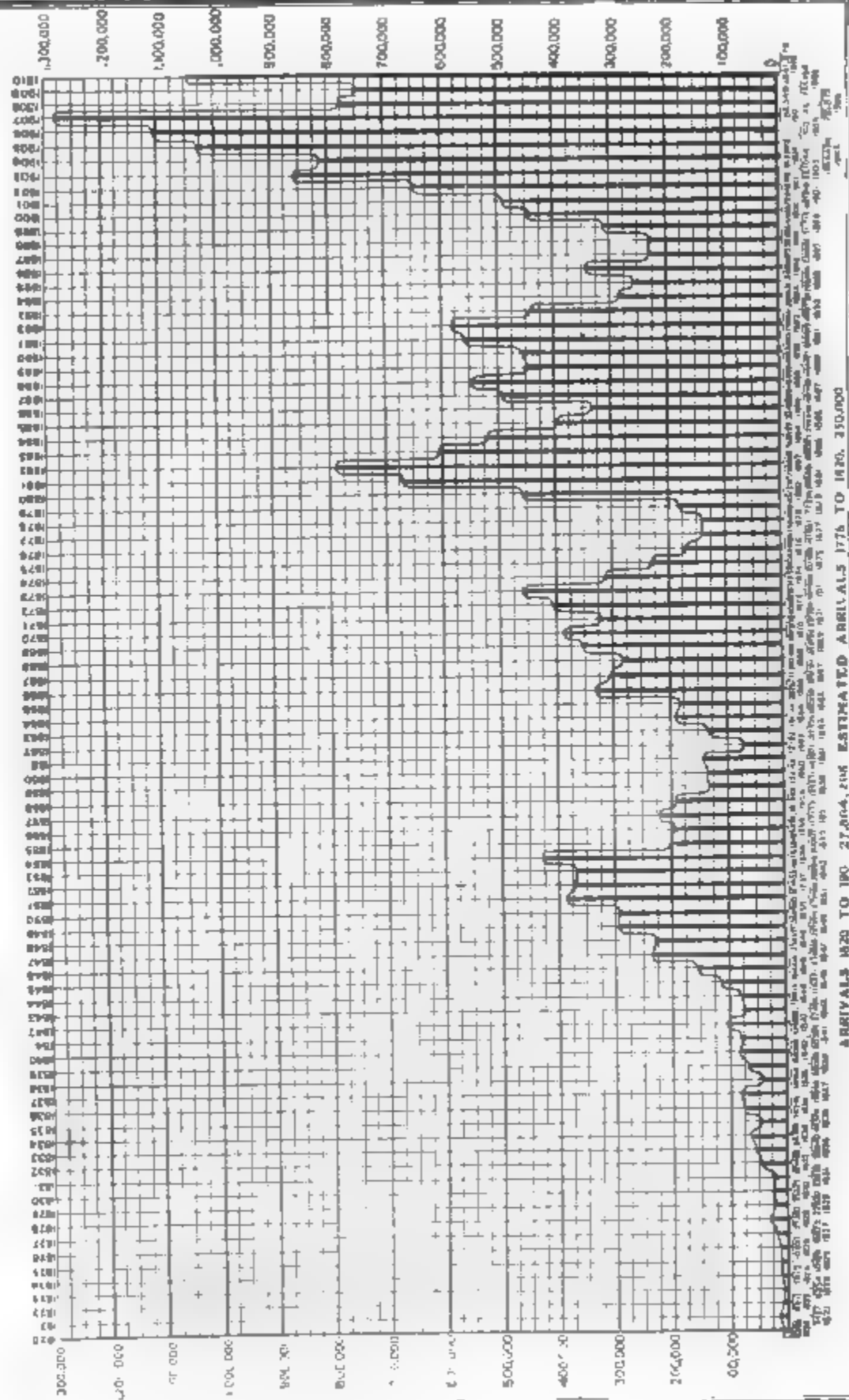
GRANTED TO HUSBAND.



GRANTED TO WIFE.

CAUSES FOR DIVORCES 1902-1906.

WAVE OF IMMIGRATION into the United States, FROM ALL COUNTRIES, during the past 91 YEARS



IMMIGRANT ALIENS ADMITTED, YEARS ENDED JUNE 30, 1903 TO 1912: BY RACE OR PEOPLE.

[Source: Reports of the Commissioner General of Immigration, Department of Commerce and Labor.]

Race or people.	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912
African (black).....	2,174	2,386	3,598	3,786	5,235	4,626	4,307	4,966	6,721	6,759
Armenian.....	1,759	1,745	1,878	1,895	2,644	3,299	3,108	5,508	3,092	5,222
Bohemian, Moravian..	9,591	11,911	11,757	12,958	13,554	10,164	6,850	8,462	9,223	8,439
Bulgarian, Servian, Montenegrin.....	6,479	4,577	5,823	11,548	27,174	18,246	6,214	15,130	10,222	10,657
Chinese.....	2,192	4,327	1,971	1,485	770	1,263	1,841	1,770	1,307	1,608
Croatian, Slovenian...	32,907	21,242	35,104	44,272	47,826	20,472	20,181	39,562	18,982	24,366
Cuban.....	2,944	4,811	7,259	5,591	5,475	3,323	3,380	3,331	3,914	8,155
Dalmatian, Bosnian, Herzegovinian.....	1,736	2,036	2,639	4,568	7,393	3,747	1,888	4,911	4,400	3,672
Dutch, Flemish.....	6,496	7,832	8,498	9,735	12,467	9,526	8,114	13,012	13,862	10,935
East Indian.....	83	258	145	271	1,072	1,716	337	1,782	517	165
English.....	28,451	41,479	50,865	45,079	51,126	49,056	39,021	53,498	57,258	49,689
Filipino.....	133	29	5							
Finnish.....	18,864	10,157	17,012	14,136	14,860	6,746	11,687	15,736	9,779	6,641
French.....	7,166	11,557	11,347	10,379	9,392	12,881	19,423	21,107	18,132	18,382
German.....	71,782	74,790	82,360	86,813	92,936	73,038	58,534	71,380	66,471	65,343
Greek.....	14,376	12,625	12,144	23,127	46,283	28,808	20,262	39,135	37,021	31,566
Hebrew.....	76,203	106,236	129,910	153,748	140,182	103,387	57,551	84,260	91,223	80,595
Irish.....	35,306	37,076	54,266	40,959	38,706	36,427	31,185	38,382	40,246	33,922
Italian (north).....	37,429	36,699	39,930	46,286	51,564	24,700	25,150	30,780	30,312	26,443
Italian (south).....	196,117	159,329	186,390	240,528	242,497	110,547	165,248	192,673	159,638	135,830
Japanese.....	20,041	14,382	11,021	14,243	30,824	16,418	3,275	2,798	4,575	6,172
Korean.....	564	1,907	4,929	127	39	26	11	19	8	33
Lithuanian.....	14,432	12,780	18,604	14,257	25,884	13,720	15,254	22,714	17,027	14,078
Magyar.....	27,124	23,883	46,030	44,261	60,071	24,378	28,704	27,302	19,996	23,599
Mexican.....	486	447	227	141	91	5,682	15,591	17,760	18,784	22,001
Pacific Islander.....	52	12	17	13	3	2	7	61	12	3
Polish.....	82,343	67,757	102,437	95,835	138,033	68,105	77,565	128,348	71,446	85,163
Portuguese.....	8,433	6,338	4,855	8,729	9,648	6,809	4,606	7,657	7,469	9,403
Rumanian.....	4,740	4,364	7,818	11,425	19,200	9,629	8,041	14,199	5,311	8,329
Russian.....	3,608	3,961	3,746	5,814	16,807	17,111	10,038	17,294	18,721	22,558
Ruthenian (Rusniak)	9,843	9,592	14,473	16,257	24,081	12,361	15,808	27,907	17,724	21,965
Scandinavian.....	79,347	61,029	62,284	58,141	53,425	32,789	34,906	52,037	45,859	31,601
Scotch.....	6,219	11,483	16,144	16,463	20,516	17,014	16,446	24,612	25,625	20,293
Slovak.....	34,427	27,940	52,368	38,221	42,041	16,170	22,586	32,416	21,415	25,281
Spanish.....	3,297	4,662	5,590	5,332	9,495	6,636	4,939	5,837	8,068	9,070
Spanish-American.....	978	1,666	1,658	1,585	1,060	1,063	890	900	1,153	1,342
Syrian.....	5,551	3,653	4,822	5,824	5,880	5,520	3,668	6,317	5,444	5,525
Turkish.....	449	1,482	2,145	2,033	1,902	2,327	820	1,283	918	1,336
Welsh.....	1,278	1,820	2,531	2,367	2,754	2,504	1,699	2,244	2,248	2,239
West Indian (except Cuban).....	1,497	1,942	1,548	1,476	1,381	1,110	1,024	1,150	1,141	1,132
All other peoples.....	89	668	351	1,027	2,058	1,530	1,537	3,330	3,323	3,660
Total.....	857,046	812,870	1,026,499	1,100,735	1,285,349	782,870	751,786	1,041,570	878,587	838,172

TOTAL NUMBER OF IMMIGRANTS IN SPECIFIED YEARS, 1892 TO 1912: BY SEX AND AGE; ALSO IMMIGRANTS DEBARRED AND RETURNED WITHIN ONE YEAR AFTER ARRIVAL, AND ILLITERATES OVER 14 AND 16 YEARS OF AGE.

[Sources: Records of Bureau of Statistics prior to 1896; for subsequent years, reports of the Commissioner General of Immigration, Department of Commerce and Labor.]

Year ended June 30—	Total immigrants.	Sex.		Ages.			Debarred from landing.	Re-turned within 1 year after landing.	Re-turned within 3 years after landing.	Able to read, but not write. ¹	Un-able to read or write. ¹
		Male.	Female.	Under 14 years.	14 to 45 years.	45 years and over.					
1892...	623,084	385,781	237,303	* 89,167	* 491,839	* 42,078	2,164	637	.....	.....	.....
1893...	502,917	315,845	187,072	* 57,392	* 419,701	* 25,824	1,053	577	.....	59,582	61,038
1894...	314,467	186,247	128,220	* 41,755	* 258,162	* 14,550	2,389	417	.....	16,784	41,614
1895...	279,948	159,924	120,024	* 33,289	* 233,543	* 13,116	2,394	189	.....	2,612	42,302
1896...	343,267	212,466	130,801	* 52,741	* 254,519	* 36,007	2,799	238	.....	5,066	78,130
1897...	230,832	135,107	95,725	* 38,627	* 165,181	* 27,024	1,617	263	.....	1,572	43,008
1898...	229,299	135,775	93,524	* 38,267	* 164,905	* 26,127	3,020	199	.....	1,416	43,057
1899...	311,715	195,277	116,438	43,983	248,187	19,545	3,798	263	.....	1,022	60,446
1900...	448,572	304,148	144,424	54,624	370,382	23,566	4,246	356	.....	2,097	93,576
1901...	487,918	331,055	156,863	62,562	396,516	28,840	3,516	363	.....	3,058	117,587
1902...	648,743	466,369	182,374	74,063	539,254	35,426	4,974	465	.....	2,917	162,188
1903...	857,046	613,140	243,900	102,431	714,053	40,562	8,769	547	.....	3,341	185,667
1904...	812,870	549,100	263,770	109,150	657,155	46,565	7,994	300	479	3,953	168,903
1905...	1,026,499	724,914	301,585	114,668	855,419	56,412	11,879	98	747	8,209	230,882
1906...	1,100,735	764,463	336,272	136,273	913,953	50,507	12,371	61	616	4,755	265,068
1907...	1,285,349	929,976	355,373	138,344	1,100,771	46,234	13,064	70	925	5,829	337,573
1908...	782,870	506,912	275,958	112,148	630,671	40,051	10,902	114	1,955	2,310	172,293
1909...	751,786	519,069	231,817	88,393	624,876	38,517	10,411	58	2,066	2,431	191,049
1910...	1,041,570	736,038	305,532	120,509	868,310	52,751	24,270	23	2,672	4,571	253,509
1911...	878,587	570,057	308,530	117,837	714,709	46,041	22,349	9	2,779	2,930	182,273
1912...	838,172	529,931	308,241	113,700	678,480	45,992	16,057	10	2,440	3,024	177,284

¹ For the years prior to 1895 the figures are for persons over 16 years; for 1895 to 1910 for persons 14 years of age and over.

* Under 15 years.

* 15 to 40 years.

* 40 years and over.

SUMMARY OF BOILER EXPLOSIONS.

A summary of the number of persons killed or injured, per explosions, for successive ten-year periods, shows that the boiler explosions of this country have been becoming less and less serious. In 1871 there were 89 explosions recorded, resulting in the death of 383 persons and injuries to 225, or 4.3 persons killed and 2.53 injured per explosion. In 1881 with 159 explosions, there were 251 persons killed and 313 injured, or 1.57 killed and 1.96 injured per explosion. In 1891, 257 explosions resulted in the death of 263 persons and injuries to 371, or 1.02 killed and 1.44 injured per explosion. In 1901, 423 explosions resulted in 312 deaths and injuries

to 646, or 0.73 persons killed and 1.52 injured per explosion. In 1911, there were 499 explosions resulting in the death of 222 persons and injuries to 416, or 0.47 persons killed and 0.83 injured per explosion. This decrease is most probably due to the improvement that has taken place in the design, construction, and operation of steam boilers, and not to the increased use of sectional boilers, for experience has indicated that the bursting or rupture of such boilers is frequently attended with serious consequences in the way of killing or injuring the attendants.

Courtesy of "The Locomotive," Jan. 1909.

NET INCREASE OR DECREASE OF POPULATION BY ARRIVAL AND DEPARTURE OF ALIENS, FISCAL YEAR ENDED JUNE 30, 1912, BY RACES OR PEOPLES.

Race or people.	Admitted.			Departed.			Increase (+) or decrease (-).
	Immigrant aliens.	Nonimmigrant aliens.	Total.	Emigrant aliens.	Nonimmigrant aliens.	Total.	
African (black).....	6,759	3,098	9,857	1,298	2,399	3,677	+ 6,180
Armenian.....	5,222	189	5,411	718	301	1,079	+ 4,332
Bohemian and Moravian (Czech).....	8,439	648	9,087	1,149	1,040	2,159	+ 6,928
Bulgarian, Servian, and Montenegrin.....	10,657	2,041	12,698	7,349	3,205	10,554	+ 2,144
Chinese.....	1,608	3,863	5,471	2,549	2,904	5,453	- 922
Croatian and Slavonian.....	24,366	2,473	26,839	13,963	4,291	18,254	+ 8,585
Cuban.....	3,155	3,076	6,231	1,963	6,659	8,622	- 2,391
Dalmatian, Bosnian, and Herzegovinian.....	3,672	266	3,938	927	454	1,381	+ 2,557
Dutch and Flemish.....	10,935	3,205	14,140	1,816	4,721	6,537	+ 7,603
East Indian.....	165	56	221	164	148	312	- 91
English.....	49,699	36,360	86,049	10,341	54,116	64,457	+ 21,592
Finnish.....	6,841	1,049	7,890	4,148	3,040	7,188	+ 702
French.....	18,382	5,788	24,168	4,189	7,288	11,477	+ 12,691
German.....	55,343	17,065	72,408	15,026	22,849	37,875	+ 34,533
Greek.....	31,666	2,066	33,732	13,323	5,700	19,023	+ 14,709
Hebrew.....	80,596	3,407	84,003	7,418	5,027	12,445	+ 71,557
Irish.....	33,922	10,100	44,022	4,066	13,888	17,954	+ 26,068
Italian (north).....	26,443	7,800	34,243	13,006	12,851	25,857	+ 8,386
Italian (south).....	135,830	19,850	155,680	96,881	42,540	139,421	+ 16,259
Japanese.....	6,172	2,574	8,746	1,601	6,529	8,130	+ 644
Korean.....	33	7	40	55	18	73	- 33
Lithuanian.....	14,078	499	14,577	4,141	1,549	5,690	+ 8,887
Magyar.....	23,599	3,244	26,843	17,576	8,315	25,890	+ 953
Mexican.....	22,001	3,701	25,702	325	1,630	2,145	+ 23,557
Pacific Islander.....	3	10	13	4	13	17	- 4
Polish.....	85,163	6,066	91,219	37,764	11,977	49,741	+ 41,478
Portuguese.....	9,403	1,171	10,574	1,747	1,716	3,463	+ 7,111
Romanian.....	8,329	1,101	9,430	5,824	2,256	8,080	+ 1,350
Russian.....	22,558	2,918	25,476	9,744	5,488	15,232	+ 10,244
Ruthenian (Russiak).....	21,965	4,714	26,679	6,521	4,966	11,487	+ 15,192
Scandinavian (Norwegians, Danes, and Swedes).....	31,601	10,239	41,840	10,380	15,711	26,091	+ 15,749
Scotch.....	20,293	2,335	22,628	3,456	10,846	14,302	+ 14,326
Slovak.....	25,281	2,061	27,342	12,526	4,361	16,887	+ 10,455
Spanish.....	9,070	4,905	13,975	2,509	4,661	7,170	+ 6,805
Spanish-American.....	1,342	1,708	3,050	343	1,935	2,278	+ 772
Syrian.....	5,525	580	6,105	972	1,339	2,311	+ 3,794
Turkish.....	1,336	94	1,430	1,366	710	2,076	- 646
Welsh.....	2,239	858	3,097	301	833	1,134	+ 1,963
West Indian (except Cuban).....	1,132	1,293	2,425	530	1,500	2,030	+ 425
Other peoples.....	3,660	487	4,147	1,113	1,257	2,370	+ 1,777
Not specified ¹				15,201		15,201	- 15,201
Total.....	838,172	178,983	1,017,155	333,262	282,030	615,292	+ 401,863
Admitted in and departed from Philippine Islands.....	2,336	5,932	8,268	729	8,776	9,505	- 37

¹ Departed via Canadian border. Reported by Canadian Government as Canadians.

ARRIVALS OF PASSENGERS AT THE PORTS OF THE UNITED STATES.

The total number of passengers that arrived at the various ports of the United States during the year 1900 was 594,478, of which number 120,477 were United States citizens returning from foreign countries; 25,429 were non-immigrant aliens; and 448,572 were immigrants. In 1905 the total number of passengers arriving at the ports of the United States was 1,234,615, and of this number 167,227 were United States citizens

returning to the States; 40,889 were non-immigrant aliens; and 1,026,499 immigrants. For the year 1911 the total number of passengers arriving at the ports of the United States was 1,299,428, of which number 269,128 were United States citizens returning home; 151,713 were non-immigrant aliens; and 878,587 were immigrants. In 1912, the total number of passengers arriving at the ports of the United States was 1,297,956, of which number 280,801 were United States citizens returning home; 178,983 were non-immigrant aliens and 838,172 were immigrants.

SEX, AGE, LITERACY, FINANCIAL CONDITION, ETC., OF IMMIGRANT

Race or people.	Num- ber ad- mitted.	Sex.		Age.			Literacy, 14 years and over			
		Male.	Fe- male.	Under 14 years.	14 to 44 years.	45 years and over.	Can read but can not write.		Can neither read nor write.	
							Male.	Fe- male.	Male.	Fe- male.
African (black).....	6,759	3,828	2,931	614	5,844	301	19	22	894	291
Armenian.....	5,222	4,476	746	290	4,779	153	7	.....	1,000	182
Bohemian and Mora- vian (Czech).....	8,439	4,565	3,874	1,610	6,339	490	4	5	16	59
Bulgarian, Servian and Montenegrin....	10,657	9,626	1,031	453	9,945	259	15	1	2,995	341
Chinese.....	1,608	1,367	241	207	1,327	74	.....	.....	8	163
Croatian and Slove- nian.....	24,366	17,383	6,983	2,063	21,660	643	5	5	4,545	1,591
Cuban.....	3,155	2,098	1,057	455	2,389	311	2	1	25	29
Dalmatian, Bosnian and Herzegovinian..	3,672	3,152	520	130	3,466	76	3	.....	1,247	170
Dutch and Flemish....	10,935	6,808	4,127	2,352	7,758	825	.....	3	86	70
East Indian.....	165	153	12	2	157	6	.....	.....	9	.....
English.....	49,689	27,133	22,556	8,395	35,774	5,520	13	17	116	124
Finnish.....	6,641	3,354	3,287	713	5,769	159	2	4	28	32
French.....	18,382	10,327	8,055	3,320	13,019	2,043	18	16	775	308
German.....	65,343	36,479	28,864	11,484	49,340	4,519	44	68	1,272	1,464
Greek.....	31,566	28,521	3,045	1,144	29,976	446	4	4	5,465	1,405
Hebrew.....	80,595	42,751	37,844	20,091	54,927	5,577	223	70	5,637	9,498
Irish.....	33,922	17,012	16,910	2,357	29,671	1,894	11	13	219	171
Italian (North).....	26,443	18,507	7,936	3,033	22,334	1,076	6	3	884	451
Italian (South).....	135,830	94,460	41,370	20,081	107,216	8,533	24	8	36,481	18,165
Japanese.....	6,172	1,930	4,242	328	5,546	293	4	6	232	1,503
Korean.....	33	14	19	2	30	1	.....	.....	3	7
Lithuanian.....	14,078	8,098	5,980	1,186	12,635	257	193	326	3,104	3,359
Magyar.....	23,599	13,792	9,807	3,740	18,697	1,162	.....	7	1,253	903
Mexican.....	22,001	15,367	6,634	4,188	15,910	1,903	27	28	7,035	2,711
Pacific Islander.....	3	2	1	.....	3	.....	.....	.....	.....	.....
Polish.....	85,163	50,028	35,135	8,477	74,911	1,775	603	953	14,563	11,444
Portuguese.....	9,403	5,938	3,465	1,863	6,939	601	8	2	2,661	1,563
Roumanian.....	8,329	6,752	1,577	484	7,304	541	5	.....	2,302	561
Russian.....	22,558	19,464	3,094	1,043	21,114	401	45	6	6,894	1,537
Ruthenian (Russniak)	21,965	13,121	8,844	1,255	20,314	396	36	34	5,218	3,816
Scandinavian (Norwe- gian Danes and Swedes).....	31,601	19,073	12,528	2,867	27,270	1,464	5	13	32	17
Scotch.....	20,293	10,637	9,656	3,593	14,593	2,107	3	5	44	34
Slovak.....	25,281	15,639	9,642	2,997	21,519	765	19	18	2,567	1,540
Spanish.....	9,070	6,900	2,170	1,294	7,196	580	13	3	1,052	596
Spanish-American.....	1,342	930	412	193	1,029	120	1	.....	14	12
Syrian.....	5,525	3,646	1,879	761	4,475	289	5	6	1,161	1,024
Turkish.....	1,336	1,256	80	25	1,283	28	.....	.....	642	30
Welsh.....	2,239	1,419	820	344	1,697	198	.....	.....	2	10
West Indian (except Cuban).....	1,132	590	542	115	902	115	5	1	19	5
Other peoples.....	3,660	3,335	325	151	3,423	86	4	.....	1,498	100
Total.....	838,172	529,931	308,241	113,700	678,480	45,992	1,376	1,648	111,998	65,286
Admitted in Philip- pine Islands.....	2,536	2,098	438	547	1,912	77	.....	.....	151	83

ILLITERACY IN THE UNITED STATES.

The statement shows that in 1910 there were 71,580,270 persons 10 years of age or over in the United States, of whom 5,516,163 were unable to read or write, constituting 7.7 per cent. of the population.

The native whites, who constituted nearly

75.0 per cent. of the entire population, had the smallest number of illiterates, 1,534,272, or 3.0 per cent.

The foreign born whites had 1,650,361 illiterates, or 12.7 per cent. of their number.

The colored had 2,331,530 illiterates, or 30.5 per cent.

ALIENS ADMITTED, FISCAL YEAR ENDED JUNE 30, 1912, BY RACES OR PEOPLES.

Money.			By whom passage was paid.			Going to join—		
Aliens bringing—		Total amount of money shown.	Self.	Relative.	Other than self or relative.	Relative.	Neither relative nor friend.	Neither relative nor friend.
\$50 or over.	Less than \$50.							
978	4,572	177,831	4,964	1,524	251	4,325	896	1,538
437	4,150	180,961	4,470	731	21	4,275	856	91
1,264	4,497	370,273	4,866	3,504	60	6,933	1,290	216
615	2,068	298,092	9,435	1,191	21	4,918	5,342	296
468	997	73,603	448	1,051	109	977	351	290
1,394	19,828	607,850	19,347	4,886	133	17,531	6,431	404
1,817	536	157,726	1,908	1,212	35	1,014	327	1,814
296	2,878	100,288	3,231	415	26	2,496	1,023	153
2,985	3,615	578,438	5,993	4,784	158	7,220	2,784	931
138	■	25,294	132	26	7	■	45	70
18,891	14,518	4,061,994	29,822	18,502	1,305	30,501	9,159	10,029
1,129	4,227	271,830	3,051	2,381	■	4,106	2,142	391
5,668	5,911	1,155,663	10,895	6,980	707	11,967	2,338	4,077
17,125	26,001	3,543,030	37,871	26,258	1,214	47,906	12,143	5,294
2,737	25,189	1,052,129	28,577	2,971	18	23,052	7,795	719
7,031	33,323	1,966,268	26,773	54,539	284	76,063	3,026	1,506
4,234	21,260	1,633,038	20,731	12,764	427	28,248	3,130	2,544
4,538	16,755	905,218	19,627	6,533	283	20,249	4,945	1,249
11,108	91,903	3,419,053	92,560	42,826	444	128,412	6,277	1,141
2,914	2,441	240,201	907	5,198	67	5,246	324	603
12	10	1,092	6	26	1	23	9	1
590	10,552	299,534	7,221	6,784	73	13,230	779	69
2,082	15,334	633,289	14,819	8,708	72	19,092	3,596	911
1,180	11,494	301,079	13,845	7,895	■	8,886	1,013	12,302
2	■	100	2	■	1	1	1	1
3,205	66,467	1,930,260	56,733	29,233	197	77,240	6,730	1,193
814	5,179	201,850	6,118	3,148	1,137	6,666	1,990	757
454	6,641	209,722	6,663	1,643	23	5,261	2,573	■
1,089	18,879	590,741	19,297	2,959	312	13,064	8,621	873
431	19,424	507,433	17,603	4,299	63	17,947	3,288	730
6,612	20,266	1,495,773	22,390	8,541	670	20,617	8,018	2,966
6,662	7,485	1,562,570	12,948	7,069	276	13,695	3,842	2,756
1,176	19,962	577,071	19,478	5,764	39	22,752	2,182	347
2,464	3,387	404,056	5,391	1,387	2,292	3,556	1,529	3,966
895	108	163,312	758	481	103	367	211	774
955	2,925	209,358	3,480	1,991	54	4,641	623	261
130	1,071	47,196	1,238	94	4	947	306	81
930	714	148,421	1,435	737	67	1,439	514	296
517	410	67,917	803	292	37	594	173	365
305	2,968	112,058	3,257	330	73	■	1,245	207
118,521	504,966	30,353,721	536,802	289,667	11,713	657,507	117,860	62,806
1,225	740	16,352	1,420	1,078	38	1,130	199	1,207

FATALITIES OF SPORT.

During the year 1912, 433 persons were killed in the various branches of sport and over 2,000 injured. The killed and injured in some of the sports follow:

	Killed.	Injured.		Killed.	Injured.
July 4 and other celebrations	41	947	Wrestling	2	3
Baseball	24	57	Didn't know it was loaded	48	■
Football	17	184	Prizefighting	7	■
Bicycles and motor cycles	134	648	Polo	■	8
Horse racing	6	■	Hunting	153	162



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If the real capacity of power propelled machinery is to be gained in city transportation, fast and vehicular traffic must be segregated. Each type of transport will then be free to develop itself along its own lines.

THE ELEVATED SIDEWALK: HOW IT WILL SOLVE CITY TRANSPORTATION PROBLEMS.

**INTENDED FUTURE PERMANENT RESIDENCE OF ALIENS ADMITTED
AND LAST PERMANENT RESIDENCE OF ALIENS DEPARTED,
FISCAL YEAR ENDED JUNE 30, 1912.**

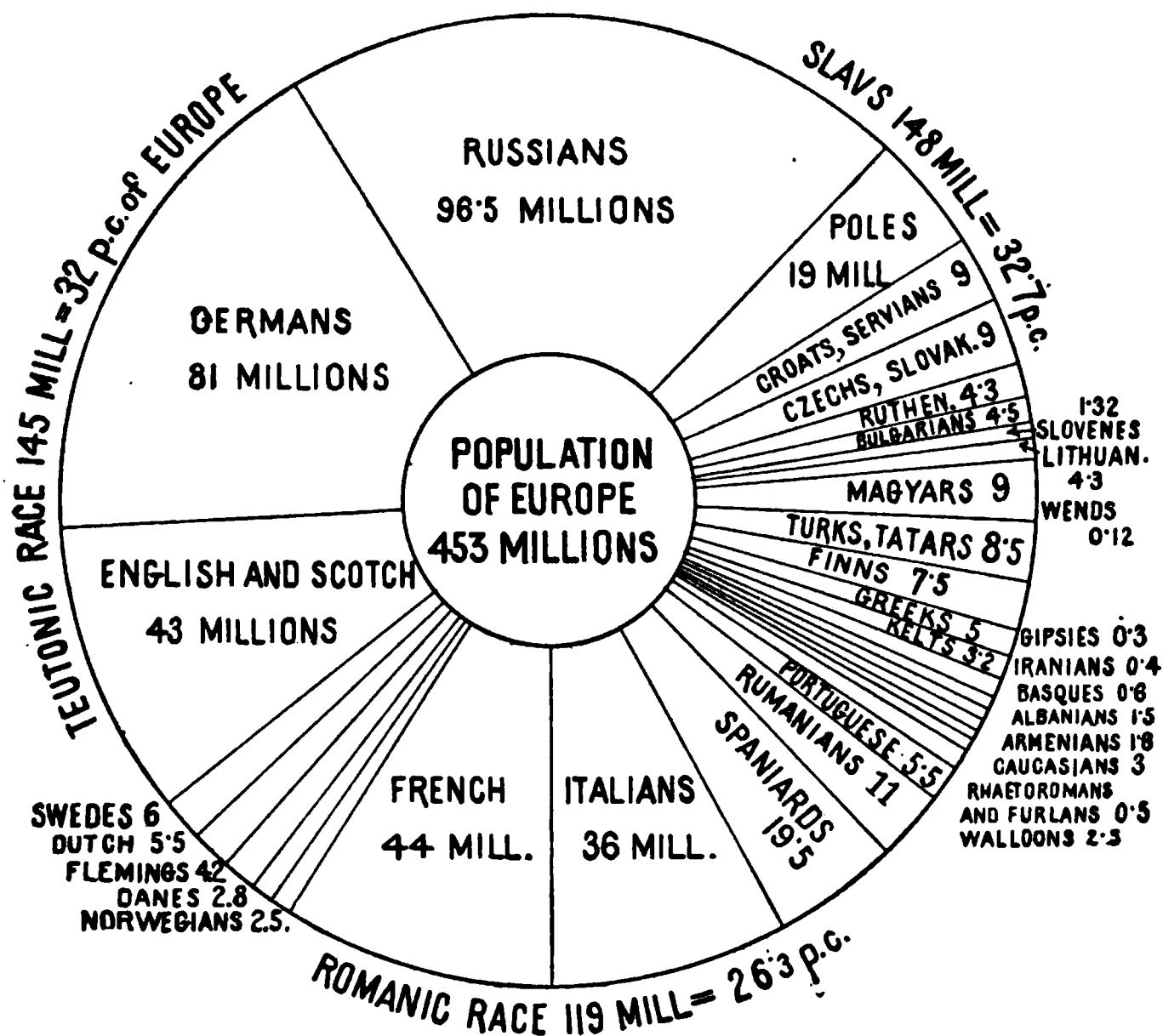
State or Territory.	Admitted.		Departed.	
	Immi- grant aliens.	Nonim- migrant aliens.	Emigrant aliens.	Nonemi- grant aliens.
Alabama.....	988	107	280	188
Alaska.....	276	68	95	97
Arizona.....	2,902	1,058	272	240
Arkansas.....	313	41	114	70
California.....	28,905	4,601	7,578	6,900
Colorado.....	4,215	410	1,725	1,064
Connecticut.....	23,227	2,049	7,437	3,160
Delaware.....	1,081	110	317	79
District of Columbia.....	1,685	317	369	308
Florida.....	5,356	2,806	3,048	2,798
Georgia.....	825	116	158	102
Hawaii.....	6,654	951	907	2,024
Idaho.....	1,480	127	356	364
Illinois.....	67,118	5,919	28,355	11,796
Indiana.....	7,753	657	4,718	1,194
Iowa.....	7,147	589	1,302	1,051
Kansas.....	2,901	220	767	412
Kentucky.....	727	94	210	138
Louisiana.....	1,811	371	538	269
Maine.....	5,691	235	777	488
Maryland.....	5,413	424	1,422	538
Massachusetts.....	70,171	8,142	15,406	10,671
Michigan.....	33,559	3,210	8,161	4,465
Minnesota.....	12,149	1,298	4,987	2,946
Mississippi.....	329	52	100	85
Missouri.....	8,980	872	4,030	2,097
Montana.....	3,565	343	963	897
Nebraska.....	4,490	353	928	708
Nevada.....	1,026	94	248	214
New Hampshire.....	6,120	258	1,451	543
New Jersey.....	47,211	5,009	17,278	6,106
New Mexico.....	757	141	211	294
New York.....	239,275	27,437	84,533	36,763
North Carolina.....	421	53	45	64
North Dakota.....	3,947	262	385	528
Ohio.....	38,148	3,065	18,473	8,125
Oklahoma.....	681	72	261	122
Oregon.....	4,138	463	1,873	1,286
Pennsylvania.....	109,625	10,216	60,528	17,180
Philippine Islands.....	13	14	5	3
Porto Rico.....	1,406	650	423	207
Rhode Island.....	9,795	1,128	2,779	1,582
South Carolina.....	275	33	54	39
South Dakota.....	1,792	194	252	243
Tennessee.....	797	111	121	115
Texas.....	22,885	2,114	644	415
Utah.....	2,631	221	1,095	731
Vermont.....	2,847	259	714	361
Virginia.....	1,510	166	426	222
Washington.....	11,882	1,261	3,580	2,756
West Virginia.....	6,212	507	4,263	1,641
Wisconsin.....	14,016	1,050	4,726	1,632
Wyoming.....	1,051	140	494	332
Outside United States.....		88,525		145,377
Unknown ¹			33,080	
Total.....	838,172	178,983	333,262	282,030

OCCUPATION OF ALIENS.

Occupation.	Admitted.		Departed.	
	Immigrant aliens.	Nonimmigrant aliens.	Emigrant aliens.	Non-emigrant aliens.
PROFESSIONAL.				
Actors.....	873	970	325	1,303
Architects.....	288	256	86	404
Clergy.....	1,063	1,028	349	1,334
Editors.....	136	185	44	265
Electricians.....	741	306	124	367
Engineers (professional).....	1,563	2,118	443	2,545
Lawyers.....	293	596	41	840
Literary and scientific persons.....	425	457	80	440
Musicians.....	1,286	703	281	959
Officials (Government).....	382	780	134	1,015
Physicians.....	459	789	131	1,126
Sculptors and artists.....	587	304	167	544
Teachers.....	2,035	1,211	517	1,671
Other professional.....	1,554	896	334	1,365
Total professional.....	11,685	10,599	3,056	14,178
SKILLED.				
Bakers.....	3,678	751	650	814
Barbers and hairdressers.....	3,100	554	676	666
Blacksmiths.....	3,954	645	492	704
Bookbinders.....	396	42	19	65
Brewers.....	165	91	41	114
Butchers.....	3,143	573	464	665
Cabinetmakers.....	345	95	175	282
Carpenters and joiners.....	11,034	2,557	2,081	3,888
Cigarette makers.....	82	23	9	10
Cigar makers.....	720	1,109	1,157	2,040
Cigar packers.....	112	94	19	30
Clerks and accountants.....	12,701	5,381	1,850	6,384
Dressmakers.....	5,244	743	516	903
Engineers (locomotive, marine, and stationary).....	1,331	1,063	272	1,048
Furriers and fur workers.....	565	69	126	106
Gardeners.....	1,391	622	256	776
Hat and cap makers.....	533	79	63	83
Iron and steel workers.....	1,366	417	497	743
Jewelers.....	300	122	82	179
Locksmiths.....	1,883	162	47	73
Machinists.....	2,098	901	883	1,816
Mariners.....	4,124	2,251	625	1,774
Masons.....	4,555	1,340	731	1,582
Mechanics (not specified).....	1,342	493	4,139	681
Metal workers (other than iron, steel, and tin).....	669	126	85	181
Millers.....	588	79	38	69
Milliners.....	1,006	153	111	164
Miners.....	5,889	1,468	10,911	7,295
Painters and glaziers.....	2,816	651	438	883
Pattern makers.....	71	43	25	65
Photographers.....	351	113	65	119
Plasterers.....	319	234	135	268
Plumbers.....	584	259	90	362
Printers.....	953	244	102	305
Saddlers and harness makers.....	416	41	28	46
Seamstresses.....	7,636	387	257	336
Shoemakers.....	8,671	850	1,123	1,007
Stokers.....	1,169	431	729	553
Stonecutters.....	972	262	298	466
Tailors.....	18,836	1,486	2,650	1,797
Tanners and curriers.....	385	39	57	61
Textile workers (not specified).....	1,051	239	756	851
Tinners.....	737	104	102	135
Tobacco workers.....	66	77	14	69
Upholsterers.....	231	49	31	89
Watch and clock makers.....	572	70	49	94
Weavers and spinners.....	2,909	513	482	775
Wheelwrights.....	262	32	17	42
Woodworkers (not specified).....	324	63	44	110
Other skilled.....	5,371	2,081	1,391	2,549
Total skilled.....	127,016	30,271	35,898	44,117

OCCUPATION OF ALIENS—Continued.

Occupation.	Admitted.		Departed.	
	Immigrant aliens.	Nonimmigrant aliens.	Emigrant aliens.	Non-emigrant aliens.
MISCELLANEOUS.				
Agents.....	1,081	1,497	194	1,865
Bankers.....	257	759	99	1,266
Draymen, hackmen, and teamsters.....	822	276	223	442
Farm laborers.....	184,154	27,091	3,978	16,743
Farmers.....	7,664	3,985	7,807	7,940
Fishermen.....	755	286	202	384
Hotel keepers.....	277	340	148	479
Laborers.....	135,726	21,673	209,279	80,616
Manufacturers.....	416	697	98	1,175
Merchants and dealers.....	10,240	10,958	5,654	15,081
Servants.....	116,529	16,737	13,449	21,239
Other miscellaneous.....	10,480	6,351	3,696	9,083
Total miscellaneous.....	468,401	90,650	244,827	156,313
No occupation (including women and children).....	231,070	47,463	49,481	67,422
Grand total.....	838,172	178,983	333,262	282,030



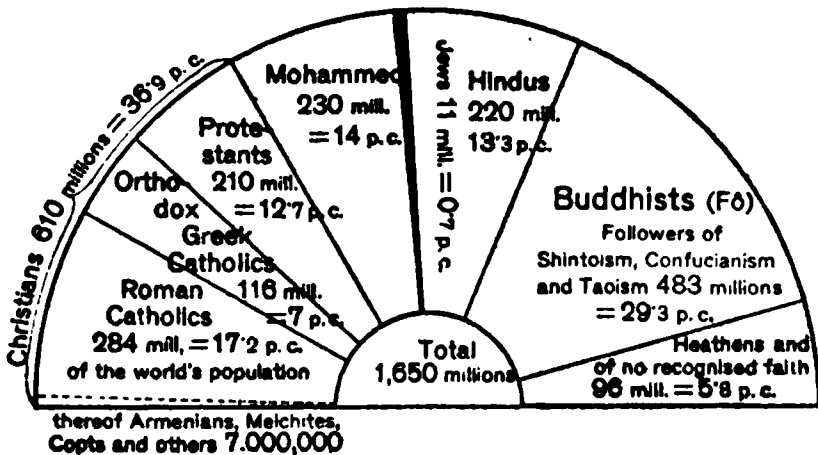
THE RACES OF MANKIND.

RELIGIONS OF THE UNITED STATES.

DENOMINATIONS.	Summary for 1912.		
	Ministers.	Churches.	Communicants.
Adventists (6 bodies).....	1,172	2,522	95,608
Baptists (15 bodies).....	41,419	56,918	5, 894,232
Brethren (Dunkards, 4 bodies).....	3,484	1,239	119,644
Brethren (Plymouth, 4 bodies).....	.....	403	10,566
Brethren (River, 3 bodies).....	224	105	4,903
Buddhists (2 bodies).....	15	74	3,165
Catholic Apostolic (2 bodies).....	33	24	4,927
Catholic (Eastern Orthodox, 7 bodies).....	263	274	434,000
Catholic (Western, 3 bodies).....	17,645	14,132	12,907,189
Christadelphians.....	.....	70	1,412
Christians.....	1,129	1,182	102,902
Christian Catholic (Dowie).....	35	17	5,865
Christian Scientists.....	2,460	1,230	85,096
Christian Union.....	295	237	13,905
Church of God (Winebrennarian).....	509	595	41,475
Church of the Living God (Colored, 3 bodies).....	101	68	4,286
Church of the New Jerusalem (2 bodies).....	128	143	9,554
Communitic Societies (2 bodies).....	.....	22	2,272
Congregationalists.....	6,125	6,070	742,350
Disciples of Christ (2 bodies).....	8,054	12,467	1,497,545
Evangelical (2 bodies).....	1,523	2,627	184,866
Faith Associations (9 bodies).....	241	146	9,572
Free Christian Zion Church.....	20	15	1,835
Friends (4 bodies).....	1,476	1,167	124,216
Friends of the Temple.....	3	3	376
German Evangelical Protestant.....	59	66	34,704
German Evangelical Synod.....	1,038	1,326	258,911
Jewish Congregations.....	1,084	1,769	143,000
Latter-Day Saints (2 bodies).....	3,360	1,420	352,500
Lutherans (23 bodies).....	9,038	14,566	2,353,702
Scandinavian Evangelical (3 bodies).....	611	848	70,500
Menonites (12 bodies).....	1,087	635	57,219
Methodists (16 bodies).....	42,849	61,027	6,905,095
Moravians (2 bodies).....	149	143	19,970
Non-Sectarian Bible Faith Churches.....	50	204	6,396
Pentecostal (2 bodies).....	732	510	22,416
Presbyterians (12 bodies).....	13,576	16,776	1, 981,949
Protestant Episcopal (2 bodies).....	5,516	7,804	980,851
Reformed (4 bodies).....	2,113	2,653	459,106
Salvationists (2 bodies).....	2,994	872	27,345
Schwenkfelders.....	6	8	941
Social Brethren.....	15	17	1,262
Society for Ethical Culture.....	7	6	2,450
Spiritualists.....	.....	2,000	200,000
Theosophical Society.....	.....	134	3,368
Unitarians.....	527	476	70,542
United Brethren (2 bodies).....	2,262	4,216	320,960
Universalists.....	702	709	51,716
Independent Congregations.....	267	879	48,673
Grand Total for 1912.....	174,396	220,814	36,675,357
Grand Total for 1911.....	171,905	220,160	36,095,685

d Decrease. c Census of 1906.

The Religions of Mankind according to the numbers of their adherents.



The Religions of Europe according to the numbers of their adherents.



ORDER OF DENOMINATIONS.

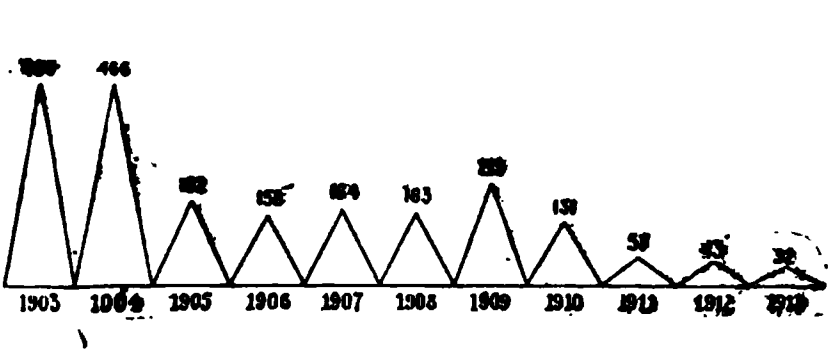
Denominations.	Rank in 1912.	Communicants.	Rank in 1890.	Communicants.
Roman Catholic.....	1	12,888,466	1	6,231,417
Methodist Episcopal.....	2	3,293,526	2	2,240,354
Regular Baptist (South).....	3	2,475,609	4	1,280,066
Methodist Episcopal (South).....	4	1,919,873	5	1,209,976
Regular Baptist (Colored).....	5	1,912,219	3	1,348,989
Presbyterian (Northern).....	6	1,368,150	7	788,244
Disciples of Christ.....	7	1,340,887	8	641,051
Regular Baptist (North).....	8	1,175,923	6	800,450
Protestant Episcopal.....	9	970,451	9	532,054
Lutheran Synodical Conference...	10	807,693	12	357,153
Congregationalist.....	11	742,350	10	512,771
African Methodist Episcopal.....	12	620,234	11	452,725
African Methodist Episcopal Zion.	13	547,216	13	349,788
Lutheran General Council.....	14	473,295	14	324,846
Lutheran General Synod.....	15	316,949	20	164,640
United Brethren.....	16	301,448	16	202,474
Reformed (German).....	17	300,147	15	204,018
Latter-Day Saints.....	18	296,000	21	144,352
Presbyterian (Southern).....	19	292,845	18	179,721
German Evangelical Synod.....	20	258,911	17	187,432
Colored Methodist Episcopal.....	21	234,721	24	129,383
Spiritualists.....	22	200,000	39	45,030
Methodist Protestant.....	23	183,318	22	141,989
Greek Orthodox (Catholic).....	24	175,000	138	100
United Norwegian Lutheran.....	25	169,710	26	119,972
United Presbyterian.....	26	139,617	27	94,402
Lutheran Synod of Ohio.....	27	132,316	33	69,505
Reformed (Dutch).....	28	118,564	28	92,970
Orthodox Friends.....	29	100,568	31	80,655

ORDER OF DENOMINATIONAL FAMILIES.

Denominational Families.	Rank in 1912.	Communicants.	Rank in 1890.	Communicants.
Catholic (Roman, etc.).....	1	12,907,189	1	6,257,871
Methodist.....	2	6,905,095	2	4,589,284
Baptist.....	3	5,894,232	3	3,717,969
Lutheran.....	4	2,353,702	5	1,231,072
Presbyterian.....	5	1,981,949	4	1,278,362
Episcopal.....	6	980,851	6	540,509
Reformed.....	7	459,106	7	309,458
Latter-Day Saints.....	8	352,500	9	166,125
United Brethren.....	9	320,960	8	225,281
Friends.....	10	124,216	11	107,208
Brethren (Dunkard).....	11	119,644	13	73,795
Adventists.....	12	95,808	14	60,491

—Courtesy of the Christian Advocate.

FOURTH OF JULY FATALITIES.



Fourth of July fatalities in 1913 were reduced to 32 as a result of the movement to do away with the old custom of causing dangerous explosions for fun. In 1912 there had been 43 deaths. The number of persons injured in 1913 was 1,131 as against 988 in 1912 and 1,546 in 1911. The loss sustained by Fourth of July fires caused by gunpowder throughout the country exceeded half a million dollars.

PENSION ACT APPROVED MAY 11, 1912.

That any person who served ninety days or more in the military or naval service of the United States during the late Civil War, who has been honorably discharged therefrom, and who has reached the age of sixty-two or over, shall, upon making proof of such facts, according to such rules and regulations as the Secretary of the Interior may provide, be placed upon the pension roll and be entitled to receive a pension as follows: In case such person has reached the age of sixty-two years and served ninety days, thirteen dollars per month; six months, thirteen dollars and fifty cents per month; one year, fourteen dollars per month; one and a half years, fourteen dollars and fifty cents per month; two years, fifteen dollars per month; two and a half years, fifteen dollars and fifty cents per month; three years or over, sixteen dollars per month. In case such person has reached the age of sixty-six years and served ninety days, fifteen dollars per month; six months, fifteen dollars and fifty cents per month; one year, sixteen dollars per month; one and a half years, sixteen dollars and fifty cents per month; two years, seventeen dollars per month; two and a half years, eighteen dollars per month; three years or over, nineteen dollars per month. In case such person has reached the age of seventy years and served ninety days, eighteen dollars per month; six months, nineteen dollars per month; one year, twenty dollars per month; one and a half years, twenty-one dollars and fifty cents per month; two years, twenty-three dollars per month; two and a half years, twenty-four dollars per month; three years or over, twenty-five dollars per month. In case such person has reached the age of seventy-five years and served ninety days, twenty-one dollars per month; six months, twenty-two dollars and fifty cents per month; one year, twenty-four dollars per month; one and a half years, twenty-seven dollars per month; two years or over, thirty dollars per month. That any person who served in the military or naval service of the United States during the Civil War and received an honorable discharge and who was wounded in battle or in line of duty and is now unfit for manual labor by reason thereof, or who from disease or other causes incurred in line of duty resulting in his disability is now unable to perform manual labor, shall be paid the maximum pension under this Act, to wit, thirty dollars per month, without regard to length of service or age.

That any person who has served sixty days or more in the military or naval service of the United States in the War with Mexico and has been honorably discharged therefrom, shall, upon making like proof of such service, be entitled to receive a pension of thirty dollars per month.

All of the aforesaid pensions shall commence from the date of filing of the applications in the Bureau of Pensions after the passage and approval of this Act: *Provided*, That pensioners who are sixty-two years of age or over, and who are now receiving pensions under existing laws, or whose claims are pending in the Bureau of Pensions, may, by application to the Commissioner of Pensions, in such form as he may prescribe, receive the benefits of this Act; and nothing herein contained shall prevent any pensioner or person entitled to a pension from prosecuting his claim and receiving a pension under any other general or special Act: *Provided*, That no person shall receive a pension under any other law at the same time or for the same period that he is receiving a pension under the provisions of this Act: *Provided further*, That no person who is now receiving or shall hereafter receive a greater pension, under any other general or special law, than he would be entitled to receive under the provisions herein shall be pensionable under this act.

SEC. 2. That rank in the service shall not be considered in applications filed hereunder.

SEC. 3. That no pension attorney, claim agent, or other person shall be entitled to receive any compensation for services rendered in presenting any claim to the Bureau of Pensions, or securing any pension, under this Act, except in applications for original pension by persons who have not heretofore received a pension.

SEC. 4. That the benefits of this Act shall include any person who served during the late Civil War, or in the War with Mexico, and who is now or may hereafter become entitled to pension under the Acts of June twenty-seventh, eighteen hundred and ninety, February fifteenth, eighteen hundred and ninety-five, and the joint resolutions of July first, nineteen hundred and two, and June twenty-eighth, nineteen hundred and six, or the Acts of January twenty-ninth, eighteen hundred and eighty-seven, March third, eighteen hundred and ninety-one, and February seventeenth, eighteen hundred and ninety-seven.

SEC. 5. That it shall be the duty of the Commissioner of Pensions, as each application for pension under this Act is adjudicated, to cause to be kept a record showing the name and length of service of each claimant, the monthly rate of payment granted to or received by him, and the county and state of his residence; and shall at the end of the fiscal year nineteen hundred and fourteen tabulate the record so obtained by States and counties, and shall furnish certified copies thereof upon demand and the payment of such fee therefor as is provided by law for certified copies of records in the executive departments.

PENSIONS.

On June 30, 1912, the pensioners on the roll of the United States Government were as follows: War of 1812, widows, 238; Indian wars, survivors, 1,210, widows, 2,439; War with Mexico, survivors, 1,313, widows, 5,533; Civil War, by Act of May 11, 1912, survivors, 13,246; by Act of Feb. 6, 1907, survivors

333,579; by the general law, invalids, 103,237 widows 64,135, minor children 351, mothers 1,413, fathers 202, brothers, sisters, sons and daughters 331, helpless children 515; by the Act of April 27, 1890, invalids 47,201, minor children 4,063, helpless children 416; by the Act of April 19, 1908, widows 232,947, army

nurses 362. War with Spain, invalids 23,841, widows 1,238, minor children 304, mothers 2,951, fathers 508, brothers, sisters, sons and daughters 6, helpless children 2. By regular establishment, invalids 14,373, widows 2,869, minor children 171, mothers 1,129, fathers 159, brothers, sisters, sons and daughters 4, helpless children 8. Thus the total number of pensioners on June 30, 1912 was 860,294; the number of soldiers and sailors on the pension roll at the close of the year was 538,000, the number of dependents and widows was 321,932, and the number of army nurses was 362.

The total amount available for pensions for the fiscal year ended June 30, 1912 was \$153,004,727.89, and of this amount \$152,986,433.72 was disbursed, leaving an unexpended balance of \$18,294.17. The amount expended for Navy pensions was \$5,319,822.08.

With the total number of pensioners 860,294, and the total annual value of the pensions \$151,558,141.40, the average value of each pension for all classes amounts to \$176.17; by regular establishment each pension has an annual average value of \$174.33; by Act of May 11, 1913, \$260.09; by Act of Feb. 6, 1907, \$176.41; by the general law, Civil War, \$221.71; by Act of June 27, 1890, \$144.79; by Act of April 19, 1908, \$144.76; by the war with Spain, \$128.82; for survivors of the Civil War, \$197.09.

Beginning with the year 1866 the number of pensioners for certain years was as follows:

1866, 126,722; 1870, 198,686; 1875, 234,821; 1880, 250,802; 1885, 345,125; 1890, 537,944; 1895, 970,524; 1900, 993,529; 1905, 998,441; 1910, 921,083; 1911, 892,098; 1912, 860,294.

POPULATION OF CANADA.

The population of Canada by first census of 1665 was 3,251; in 1763, 70,000; in 1871, 3,485,761; in 1881, 4,324,810; in 1891, 4,833,239; in 1901, 5,371,315. Canada began the 20th century with the same population as the United States began the 19th. Revised returns of the census in 1911 give the population at 7,204,838, an increase of 1,833,523, or 32 per cent. in ten years.

The population of Canada by provinces, as shown by the census of 1901 and 1911, is as follows:

PENSIONS OF THE SEVERAL WARS AND OF THE PEACE ESTABLISHMENT.

The amounts that have been paid for pensions to soldiers, sailors, and marines, their widows, minor children, and dependent relatives on account of military and naval service in the several wars and in the regular service since the foundation of the Government to June 30, 1912, are as follows:

War of the Revolution (estimate).....	\$70,000,000.00
War of 1812 (service pension).....	45,890,843.39
Indian wars (service pension).....	11,713,609.51
War with Mexico (service pension).....	46,447,872.44
Civil War.....	4,129,699,071.99
War with Spain and insurrection in Philippine Isls...	38,114,062.42
Regular establishment.....	25,014,227.64
Unclassified.....	16,488,476.49

Total disbursements for pensions.....\$4,383,368,163.88

HISTORICAL

There are now no pensioners on account of the Revolutionary War on the roll, the last pensioner of that war having died during the year 1906. The last survivor of the Revolution was Daniel F. Bakeman, who died at Freedom, Cattaraugus County, N. Y., on April 5, 1869, aged 100 years 6 months and 8 days.

The last surviving pensioned soldier of the War of 1812 was Hiram Cronk, of Ava, N. Y., who died May 13, 1905, aged 105 years and 16 days.

	1911	1901
Alberta.....	374,663	73,022
British Columbia.....	392,480	178,657
Manitoba.....	455,614	255,211
New Brunswick.....	351,889	331,120
Nova Scotia.....	492,338	459,574
Ontario.....	2,523,274	2,182,947
Prince Edward Island...	93,728	103,259
Quebec.....	2,002,712	1,648,898
Saskatchewan.....	492,432	91,279
Northwest Territories....	17,196	20,129
Yukon.....	8,512	27,129
	7,204,838	5,371,315

RHODES SCHOLARSHIPS.

Under the will of Mr. Cecil Rhodes a number of Colonial, American and German scholarships were established, in order to instill into the minds of colonists the advantage to the Colonies as well as to the United Kingdom of the retention of the unity of the Empire; to encourage in the students from the United States of America an attachment to the country from which they have sprung; and to further a good understanding between England, Germany, and the United States.

There are in all seventy-eight colonial scholarships for male students of \$1,500 each a year for three years at the University of Oxford, these colonial scholarships being spread over most of the colonies, twenty-four being allotted to Canada, eighteen to Australia, twelve to Cape Colony, nine to Rhodesia, and three each to Natal, New Zealand, Newfoundland, Bermuda and Jamaica.

Two Oxford scholarships are to be allotted to each State and Territory of the United States of America, tenable for three years, each of \$1,500; also, five German scholarships, each of \$1,250, tenable at Oxford for three years, the holders to be nominated by the German Emperor.

So that the students who shall be elected to the scholarships shall not be merely bookworms, regard is to be had, not only to their "literary and scholastic attainments," but also to their "fondness of and success in manly outdoor sports, qualities of manhood, truth, courage, devotion to duty, sympathy for and protection of the weak, kindness, unselfishness, and fellowship," moral force of character and instinct of leadership. "No student shall be qualified or disqualified for election to a scholarship on account of his race or religious opinion."

EDUCATION.

SCHOOL ATTENDANCE IN THE UNITED STATES.

The statistics relative to school attendance in the United States has just become available. The total number of persons of school age, that is to say, from 6 to 20 years, inclusive, in continental United States in 1910 was 27,750,599, of whom 17,300,202, or 62.3 per cent. attended school.

Persons from 6 to 9 years of age numbered 7,725,234, of whom 5,678,320, or 73.5 per cent. attended school, while those from 10 to 14 years of age numbered 9,107,140, of whom 8,028,660, or 88.2 per cent. attended school.

Of the whole number of persons from 15 to 17 years of age, namely, 5,372,177, those attending school numbered 2,748,387, or 51.2 per cent., while of the 5,546,048 persons from 18 to 20 years of age, there were 844,835, or 15.2 per cent. who attended school.

For the combined group, 6 to 14 years, inclusive—the most common years of school attendance—there was a total of 16,832,374 persons reported in 1910 and of this number 13,706,980, or 81.4 per cent., attended school.

It will be noted that the period of maximum school attendance is in the ages 10 to 14 years. For these years a comparison can be made with the census of 1900. In 1900, 79.8 per cent. of the children attended school, as compared with 88.2 per cent. in 1910. The following summary gives the percentage of children 10 to 14 years of age attending school in each of the years 1910 and 1900 by geographic divisions:

	1910	1900
United States.....	88.2	79.8
New England.....	94.1	90.0
Middle Atlantic.....	92.9	85.7
East North Central.....	93.8	88.1
West North Central.....	93.6	88.3
	1910	1900
South Atlantic.....	78.7	65.6
East South Central.....	79.0	65.8
West South Central.....	80.5	68.3
Mountain.....	90.2	85.2
Pacific.....	94.1	91.8

In the Northern and Western divisions over nine-tenths of the children in these ages are enrolled in schools. In the three Southern divisions, the proportion approximates eight-tenths. A comparison of the two years shows an advance in all sections, but it is most marked in the Southern states, reflecting the great progress of popular education in those states in recent years.

The age of compulsory school attendance where it exists differs under the laws for different states. It generally begins when a child reaches 8 years of age and ceases when he reaches 14 years of age. The percentage of children in the ages 8 to 13 years, both inclusive, who attend school is undoubtedly higher than for the children 6 to 14 years, given in the table. The latter group comprises some children who have not begun and some who have finished their schooling.

PUBLIC HIGH SCHOOLS AND PRIVATE HIGH SCHOOLS AND ACADEMIES.

In the school year 1912 there were 11,224 public high schools and 2,044 private high

schools. In the public high schools there were 22,923 male secondary teachers and 28,930 female secondary teachers; 489,048 male secondary students and 616,312 female secondary students.

In the private high schools there were 5,307 male teachers and 7,076 female teachers there were 66,742 male secondary students and 74,725 female secondary students.

PUBLIC AND PRIVATE NORMAL SCHOOLS.

In the school year 1912 there were 222 public normal schools having 1,487 male teachers and 2,577 female teachers. There were 17,725 male students and 65,749 female students. There were 55 private normal schools, having 144 male teachers and 257 female teachers, and 2,135 male students and 4,375 female students.

UNIVERSITIES, COLLEGES AND TECHNOLOGICAL SCHOOLS.

In the school year there were 594 institutions of this class, having 24,476 male professors and instructors and 5,494 female professors and instructors. In the preparatory schools there were 40,154 male and 23,197 female students. In the collegiate department there were 117,856 male and 68,779 female students. The total receipts, exclusive of additions to endowment funds, was \$89,527,484.

UNDERGRADUATE STUDENTS IN UNIVERSITIES, COLLEGES AND SCHOOLS OF TECHNOLOGY.

Out of 594 institutions included under the above head, there were 144 colleges for men, having 37,633 undergraduate students. There were 109 colleges for women, having 21,423 undergraduate students. There were 341 co-educational institutions having 80,215 male and 47,353 female undergraduate students, making a total of 127,568.

PROFESSIONAL SCHOOLS.

In the school year 1912 the number of schools and students was as follows:

182 schools of theology served 11,242 students; 118 law schools had 20,760 students enrolled; 115 medical colleges had 18,451 students enrolled; 52 dental colleges had 7,190 students; 76 schools of pharmacy had 6,158 students; 21 schools of veterinary medicine had 2,282 students.

SCHOOLS FOR THE BLIND, DEAF AND FEEBLE-MINDED.

In the school year 1912 there were 60 State schools for the blind in the United States, having 4,992 pupils. There were 64 State schools for the deaf, having 11,244 pupils. In addition there were 58 public day schools for the deaf, having 1,928 pupils and 19 private schools, having 518 pupils. There were also 33 State institutions for the feeble-minded caring for 21,357 inmates, while 20 private institutions cared for 749 inmates.

REGISTRATION OF SPECIFIED UNIVERSITIES, NOV. 1, 1912.

[Data furnished by Rudolf Tambo, Jr., alumni secretary Columbia University.]

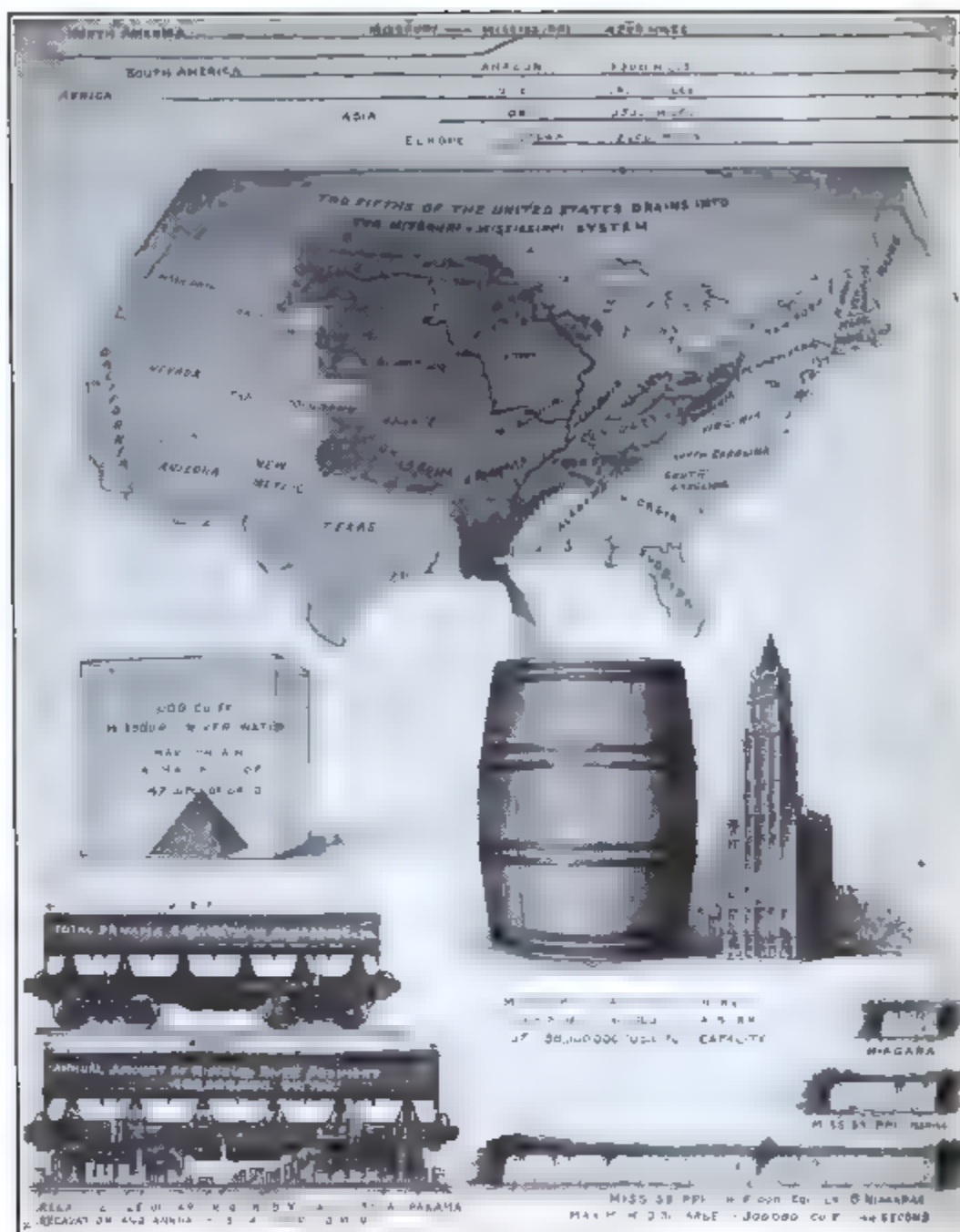
Faculties	California	Chicago	Columbia	Cornell	Harvard	Illinois	Iowa	Johns Hopkins	Kansas	Michigan	Minnesota	Missouri	Nebraska	New York University	Northwestern	Ohio State	Pennsylvania	Pittsburgh	Princeton	Stanford	Syracuse	Tulane	Virginia	Washington University	Western Reserve	Wisconsin	Yale
College men	6,479	8,720	8,119	11,065	12,306	4,544	5,749	1,377	6,427	5,567	6,337	7,774	4,674	4,113	4,523	4,223	3,864	4,000	11,409	5,451	3,313	1,527	2,668	1,527	4,256	7,601,328	
College women	1,451	2,070	590	1,851	4,483	3,446	494	1,377	5,401	7,732	9,095	4,800	6,177	1,862	5,883	5,860	5,860	4,000	1,409	4,421	3,313	240	2,440	2,117	864	7,727	
Agriculture	429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	
Architecture	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	
Art	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	
Commerce	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	
Education	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	
Engineering	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	
Law	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	
Library	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	
Medicine	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	
Natural sciences	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	
Physical sciences	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	
Religion	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	
Social sciences	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	
Unaffiliated	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	
Grand Total	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	1,429	

* Included elsewhere.

* Includes schools of mines, engineering, chemistry, and related subjects.

* 1,268 students in attendance on summer courses.

* Narrative of extension students, who were counted in previous years.



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THE INTRACTABLE MISSOURI-MISSISSIPPI SYSTEM.

TRAINING SCHOOLS FOR NURSES, COMMERCIAL SCHOOLS, MANUAL AND INDUSTRIAL TRAINING SCHOOLS.

In the school year 1912 there were 1,054 training schools for nurses, having 32,346 students. There were also 519 commercial schools, having 137,790 students, 295 manual training schools with 61,543 students, 117 reform schools took care of 51,967 of the wayward.

INSANE IN INSTITUTIONS.

The number of insane persons in institutions in the United States in 1910 was 187,791 of which number 60,769 were committed

during the year. Those discharged numbered 29,304; 18,924 died during the year. The number of persons committed to hospitals for the insane per 100,000 of population for the year 1910 was 66.1 and the total number of insane persons in institutions per 100,000 population was 204.2.

According to the latest figures the University of Paris is the largest university in the world with 17,512 students, after which follows Berlin with 14,543; Moscow with 10,399, Cairo, 10,000; St. Petersburg, 9,886, Vienna, 8,457; Munich, 7,596; Budapest, 7,548; Naples, 6,600; Leipzig, 5,804; Madrid, 5,675. Asiatic universities are not considered. Columbia, the largest university in the United States, has 9,002; California, 6,457, and Chicago, 6,351.

CHAPTER II.

FARMS, FOODS AND FORESTS.

FARMS, FARM LAND, AND FARM PROPERTY OF THE UNITED STATES.

	1910 (April 15)	1900 (June 1)	INCREASE. ¹	
			Amount.	Per cent.
Population.....	91,972,266	75,994,575	15,977,691	21.0
Urban population ²	42,623,383	31,609,645	11,013,738	34.8
Rural population ³	49,348,883	44,384,930	4,963,953	11.2
Number of all farms.....	6,361,502	5,737,372	624,130	10.9
Land area of the country.....acres..	1,903,289,600	1,903,461,760	-172,160	.....
Land in farms.....acres..	878,798,325	838,591,774	40,206,551	4.8
Improved land in farms.....acres..	478,451,750	414,498,487	63,953,263	15.4
Average acreage per farm.....	138.1	146.2	-8.1	-5.5
Average improved acreage per farm.....	75.2	72.2	3.0	4.2
Per cent of total land area in farms.....	46.2	44.1	.....	.....
Per cent of land in farms improved.....	54.4	49.4	.....	.....
Per cent of total land area improved.....	25.1	21.8	.....	.....
Value of farm property, total.....	\$40,991,449,090	\$30,439,901,164	\$10,551,547,926	100.5
Land.....	28,475,674,169	13,058,007,995	15,417,666,174	118.1
Buildings.....	6,325,451,528	3,556,639,496	2,768,812,032	77.8
Implements and machinery.....	1,265,149,783	749,775,970	515,373,813	68.7
Domestic animals, poultry, and bees.....	4,925,173,610	3,075,477,703	1,849,695,907	60.1
Average value of all property per farm.....	\$6,444	\$3,563	\$2,881	80.9
Average value of all property per acre of land in farms.....	46.64	24.37	22.27	91.4
Average value of land per acre.....	32.40	15.57	16.83	108.1

¹ A minus sign (—) denotes decrease.
² Population of incorporated places having, in 1910, 2,500 or more inhabitants. The figure for 1900 does not represent the urban population according to that census but is the population in that year of the territory classified as urban in 1910.
³ Total, exclusive of urban.

NUMBER AND ACREAGE OF FARMS AND NUMBER OF ACRES IMPROVED AND UNIMPROVED.

[Source: Reports of the Bureau of the Census, Department of Commerce and Labor.]

Census year.	Number of farms.	Number of acres in farms.				Per cent of farm land—	
		Improved.	Unimproved. ¹	Total.	Average number of acres to a farm.	Im-proved.	Unim-proved.
1850.....	1,449,073	113,032,614	180,528,000	293,560,614	202.6	38.5	61.5
1860.....	2,044,077	163,110,720	244,101,818	407,212,538	199.2	40.1	59.9
1870 ¹	2,659,985	188,921,099	218,813,942	407,735,041	153.3	46.3	53.7
1880 ¹	4,008,907	284,771,042	251,310,793	536,081,835	133.7	53.1	46.9
1890 ¹	4,564,641	357,616,755	265,601,864	623,218,619	136.5	57.4	42.6
1900 ²	5,737,372	414,498,487	424,093,287	838,591,774	146.2	49.4	50.6
1910 ³	6,361,502	478,451,750	400,346,575	878,798,325	138.1	54.4	45.6

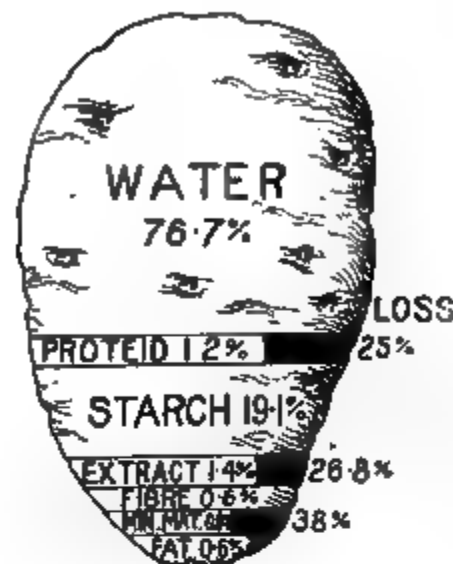
¹ Not including farms of less than 3 acres which reported the sale of less than \$500 worth of products in the census year.

² Exclusive of Alaska and Hawaii.

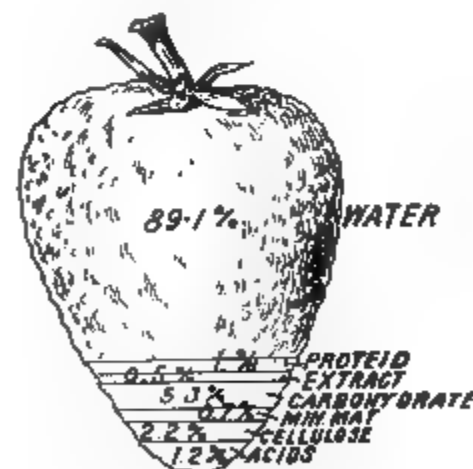
³ Exclusive of Alaska, Hawaii, and Porto Rico.

FARMS, FARM LAND, AND FARM PROPERTY OF THE UNITED STATES: 1850 TO 1910.

	1910	1900	1890	1880	1870	1860	1850
Population.....	91,972,266	75,994,575	62,947,714	50,155,753	38,558,371	31,443,321	23,191,576
Number of all farms.....	6,361,502	5,737,372	4,564,641	4,005,907	2,659,985	2,044,077	1,449,073
Land area of the country..... acres.	1,903,289,600	1,903,461,780	1,903,337,800	1,903,337,800	1,903,337,800	1,903,337,800	1,894,375,000
Land in farms..... acres.	578,796,325	538,591,774	423,218,919	336,081,835	407,735,041	407,212,538	293,660,614
Improved land in farms..... acres.	476,451,750	414,498,487	357,616,755	284,771,042	188,921,009	163,110,720	113,032,614
Average acreage per farm.....	138.1	146.2	138.5	133.7	153.3	199.2	202.6
Average improved acreage per farm.....	76.2	72.2	78.8	71.0	71.0	79.8	78.0
Per cent of total land area in farms.....	46.2	44.1	32.7	23.2	21.4	21.4	15.6
Per cent of land in farms improved.....	84.4	88.4	87.4	83.1	45.3	40.1	38.5
Per cent of total land area improved.....	25.1	21.6	18.8	15.0	9.9	8.6	6.0
Value of farm property, total.....	\$40,991,448,000	\$20,459,901,164	\$16,082,267,659	\$12,180,601,536	\$8,944,567,749	\$7,960,493,033	\$3,907,343,580
Land and buildings.....	34,801,125,697	16,614,847,491	13,278,252,649	10,197,095,776	7,444,054,482	6,646,045,007	3,271,575,426
Implement and machinery.....	1,268,149,793	749,776,870	494,247,467	406,820,055	270,913,678	246,118,141	151,867,638
Domestic animals, poultry, and bees.....	4,926,173,610	3,076,477,703	2,308,767,573	1,576,684,707	1,229,889,609	1,069,329,915	644,130,516
Average value of all property per farm.....	\$6,444	\$3,563	\$3,523	\$3,088	\$3,363	\$3,904	\$2,738
Average value of all property per acre of land in farms.....	\$6.64	\$24.87	\$25.81	\$22.72	\$21.94	\$19.60	\$13.51
Average value of land and buildings per acre.....	\$9.60	\$19.81	\$21.31	\$18.02	\$18.26	\$16.32	\$11.14



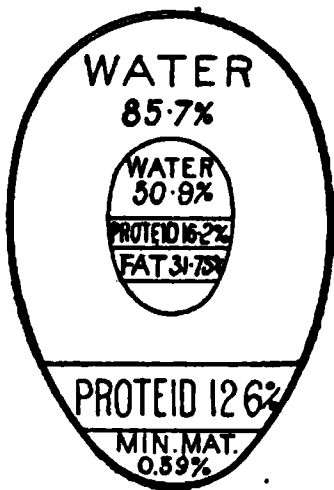
Loss of Constituents on Boiling



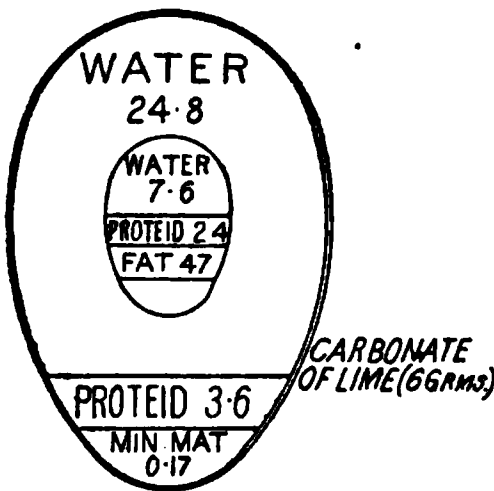
PERCENTAGE COMPOSITION OF A POTATO, TURNIP AND STRAWBERRY.

WEALTH PRODUCTION ON FARMS.
[Source: Reports of the Department of Agriculture.]

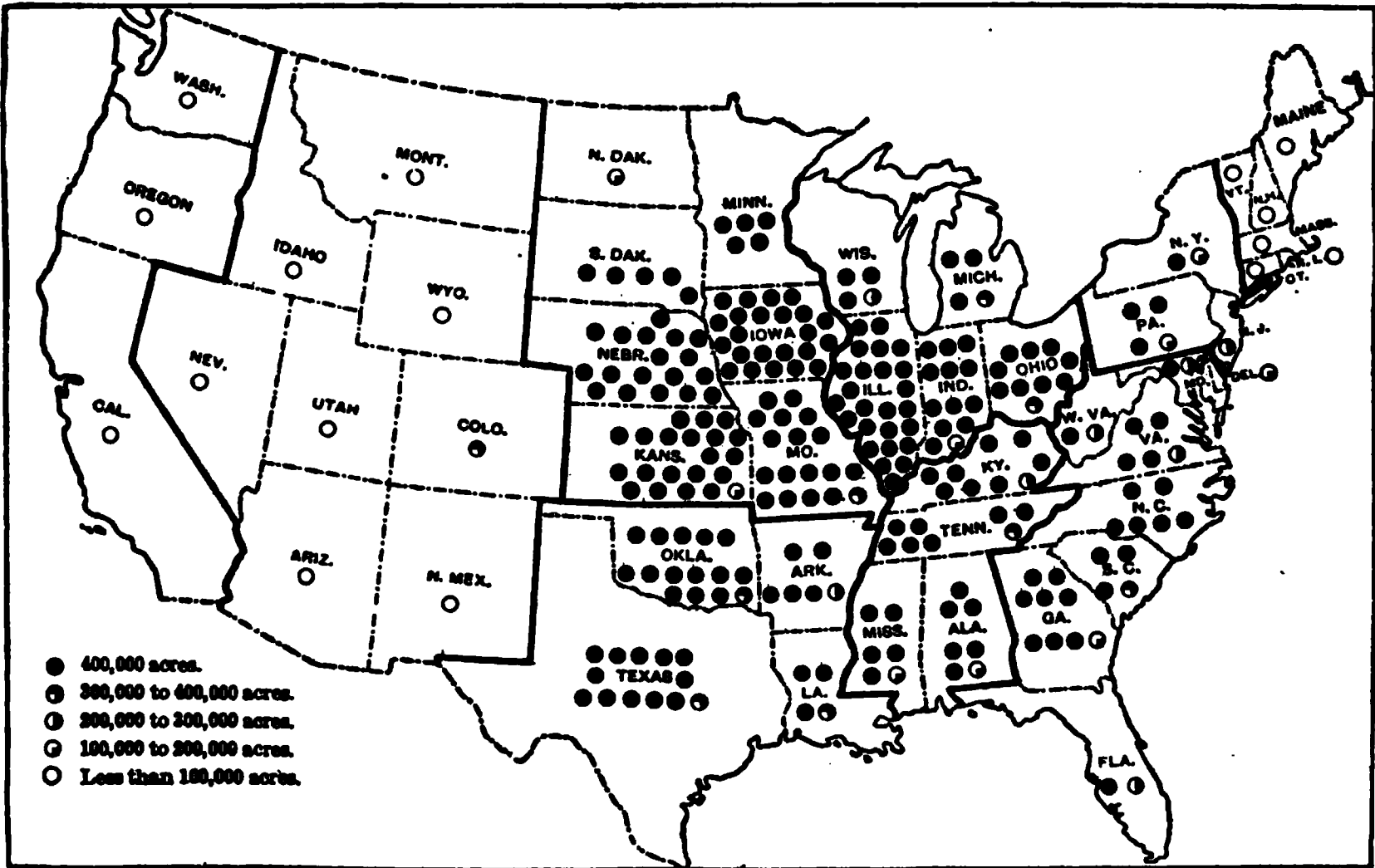
Calendar year.	Wealth pro- duction.	Calendar year.	Wealth pro- duction.
	<i>Dollars.</i>		<i>Dollars.</i>
1899.....	4,717,000,000	1906.....	6,764,000,000
1900.....	5,017,000,000	1907.....	7,488,000,000
1901.....	5,817,000,000	1908.....	7,891,000,000
1902.....	5,617,000,000	1909.....	8,498,000,000
1903.....	5,887,000,000	1910.....	9,037,000,000
1904.....	6,122,000,000	1911.....	8,819,000,000
1905.....	6,274,000,000	1912.....	9,299,000,000



PERCENTAGE COMPOSITION OF
WHITE AND YOLK OF EGG.



ACTUAL COMPOSITION OF EGG.—
WEIGHT 50 GMS.



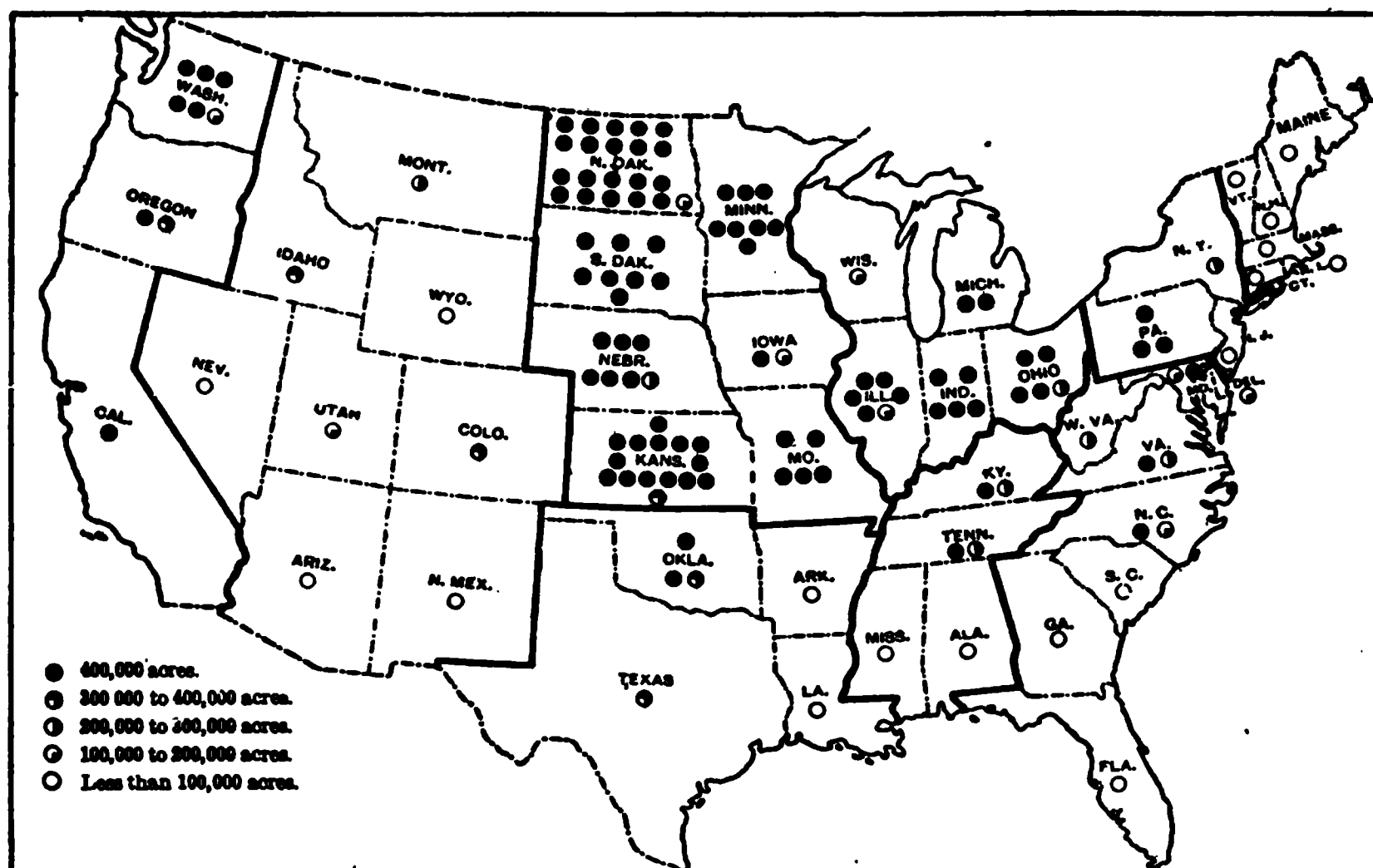
CORN: ACREAGE BY STATES, 1909.

CEREAL CROPS: ESTIMATED PRODUCTION AND VALUE.

Commodity	Total.			Average.		
	Area.	Production.	Farm Value Dec. 1.	Farm Value per bushel Dec. 1.	Yield per acre.	Farm Value of yield per acre.
	Acres.	Bushels.	Dollars.	Cents.	Bshls.	Dollars.
Corn:						
1866-75 ¹ ..	32,715,700	969,947,600	454,534,800	47.8	26.1	12.48
1912.....	107,083,000	3,124,746,000	1,520,454,000	48.7	29.2	14.20
Wheat:						
1866-75 ¹ ..	20,470,300	244,672,300	257,586,800	108.6	11.9	12.92
1912.....	45,814,000	730,267,000	555,280,000	76.0	15.9	12.12
Oats:						
1866-75 ¹ ..	9,746,000	272,992,800	102,422,700	37.8	28.1	10.62
1912.....	37,917,000	1,418,337,000	452,469,000	31.9	37.4	11.93
Rye:						
1866-75 ¹ ..	1,346,800	18,266,600	14,559,000	78.1	13.6	10.62
1912.....	2,117,000	35,664,000	23,636,000	66.3	16.8	11.16
Barley:						
1866-75 ¹ ..	1,196,500	26,992,300	21,382,200	79.0	22.9	18.09
1912.....	7,530,000	223,824,000	112,957,000	50.5	29.7	15.00
Buckwheat:						
1866-75 ¹ ..	729,900	13,368,800	9,735,200	72.5	18.3	13.27
1912.....	841,000	19,249,000	12,720,000	66.1	22.9	15.12

¹Average per year for the period.

Statistical Abstract of the U. S.—Report of the Department of Agriculture.



WHEAT: ACREAGE BY STATES, 1909.



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THE ENORMOUS CROPS OF 1909.

If piled up in Madison Square the crops of this year would completely swamp the Metropolitan tower.

OVER HALF THE CEREAL ACREAGE IN CORN.

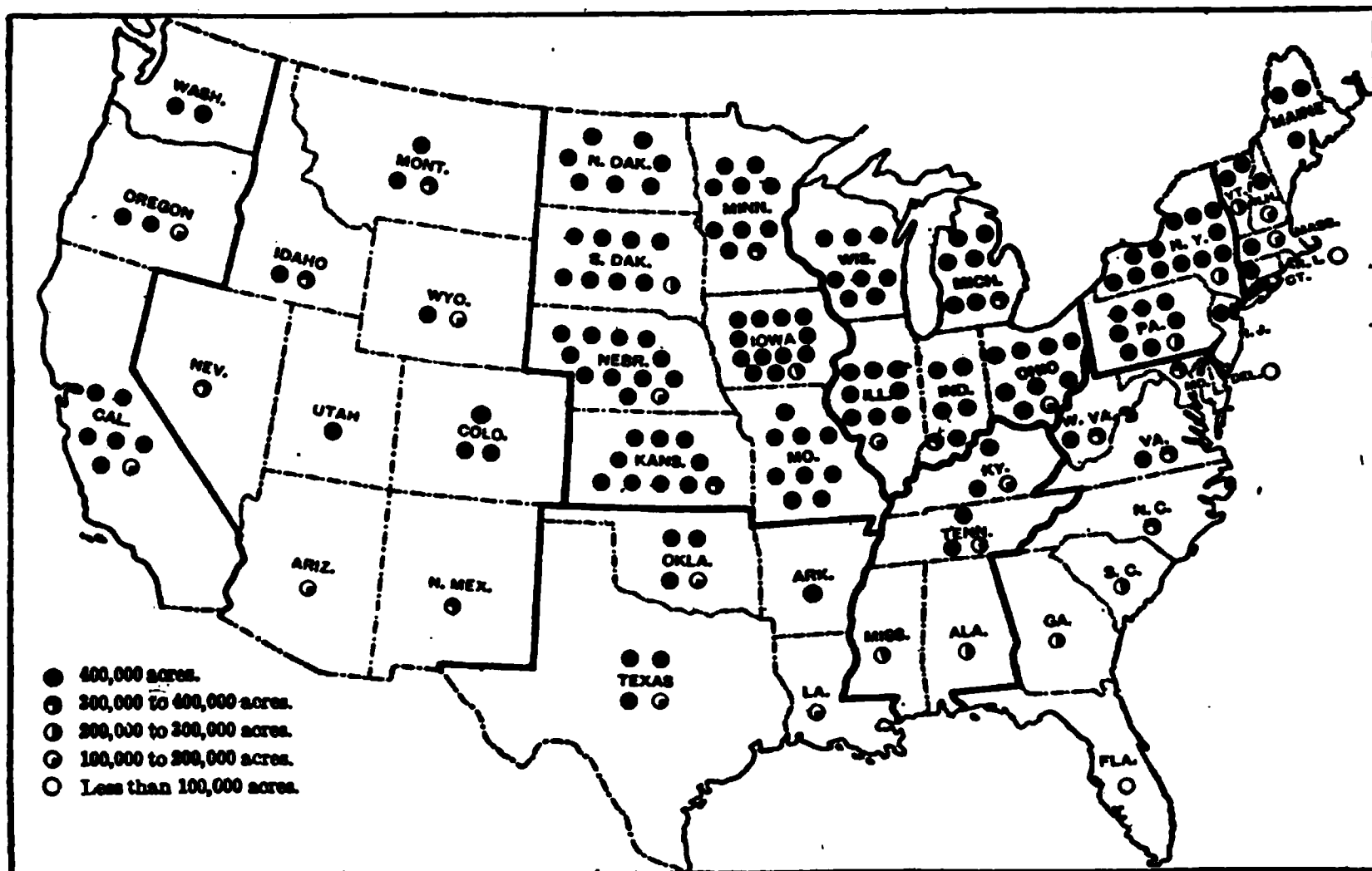
In the United States as a whole a little more than one-half of the acreage devoted to cereals is in corn, a little less than one-fourth in wheat, and slightly less than one-sixth in oats. In each of the nine divisions, except the Pacific, the three leading cereals—corn, wheat, and oats—occupy, as in the United States at large, much more than three-fourths of the

total cereal acreage. In the Pacific states the acreage of corn is insignificant, and that of barley exceeds that of oats. Corn occupies the leading place in the important cereal-producing regions, but in the New England and Middle Atlantic divisions the first place is held by oats, and in the Pacific and Mountain divisions by wheat.

HAY CROP. ESTIMATED ACREAGE, PRODUCTION, AND VALUE, 1912.

For the year 1912 the production of hay in the United States was 72,691,000 short tons, and the total acreage of land in hay was 49,530,000. The total farm value of the United States on December 1, 1912, was \$856,695,000.

The average price of hay per short ton on December 1, 1912 was \$11.79, and the average yield per acre for the year was 1.47 short tons. The average farm value of yield per acre on December 1, 1912 was \$17.30.



HAY AND FORAGE CROPS, 1909.

INITIATIVE AND REFERENDUM.

The "initiative" is a political device by which the people are enabled to pass laws or ordinances without change or modification by the ordinary legislative bodies. It has been called the positive or constructive side of direct legislation, just as the referendum, which enables the people to reject proposed laws, is the negative side. By this method a minority ranging in number from 5 to 25 per cent. may file a petition for a law, or, when a city, an ordinance. The measure must then, without change or revision, go before the people for their judgment, and, if it is approved by a majority of the votes cast, it becomes law without further process. Laws and ordinances so passed are not subject to veto.

The "referendum" may be defined as the submission of a proposed law, or ordinance, which has been passed by the people's representative in a legislature or council, to a vote of the people for ratification or rejection. It has been in use in a restricted form, in the United States for many years, especially in passing upon constitutions and constitutional amendments. It is only since 1898, however, that the referendum, in connection with the initiative, has been used as an instrument of direct legislation both by states and cities. The states which have adopted the initiative and referendum are Arkansas, California, Colorado, Illinois, Maine, Missouri, Montana, Oklahoma, Oregon, South Dakota and Utah. Nevada has adopted the referendum only.

THE RECALL.

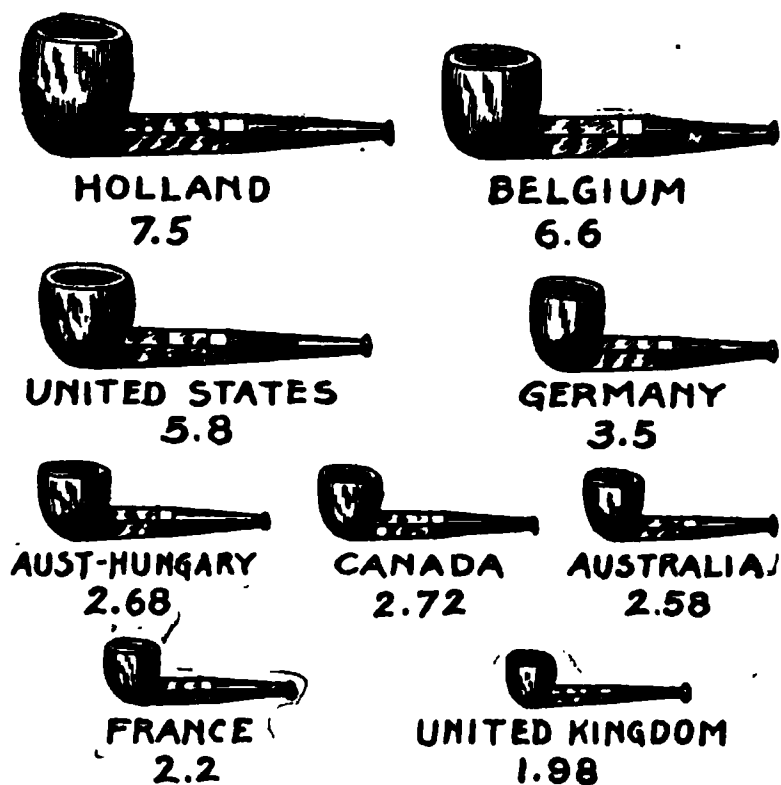
The "recall" is a method of procedure by which the people are enabled to remove from his position any public elective official at will. This requires a petition signed by a certain specified percentage or number of voters. The usual percentage in such cases is 25. In most cities under the commission form of government the recall of elective public

officers is provided for through the filing of petitions signed by from 15 to 75 per cent. of the voters. In South Dakota cities the percentage is only 15, while in Illinois it is 55, and 33 in Louisiana. In Oregon all state officials, including judges and members of the legislature, are subject to the recall.—*Chicago Daily News Almanac*, 1912.

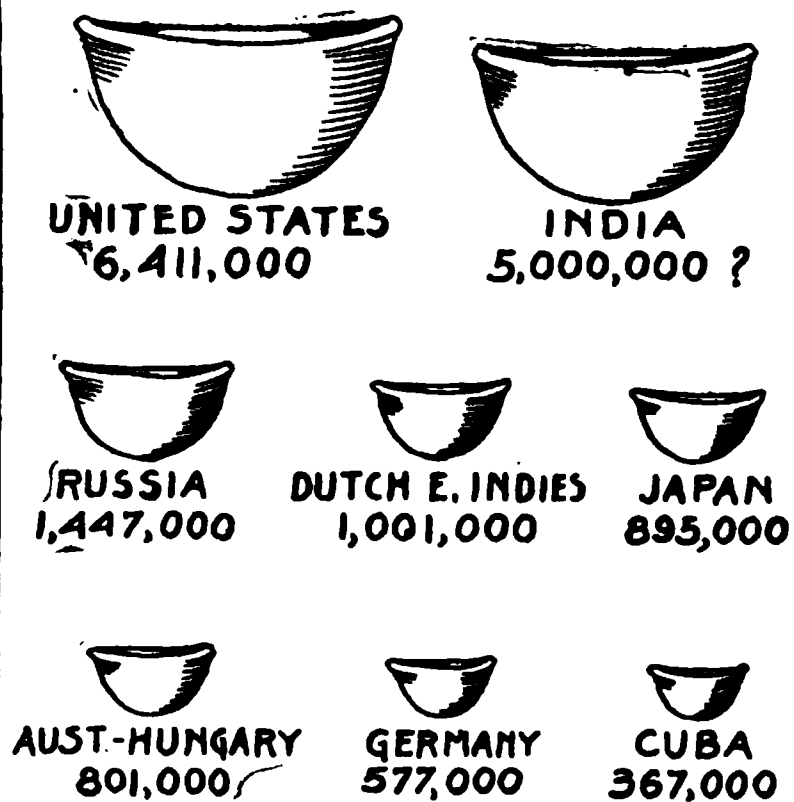
TOBACCO CROP IN CONTINENTAL UNITED STATES: 1912.

For the year 1912 there were 1,225,800 acres of land planted in tobacco, and the total product derived therefrom amounted to 962,855,000 pounds. The value of this product was estimated at \$104,603,000. Kentucky ranked first in the tobacco producing states

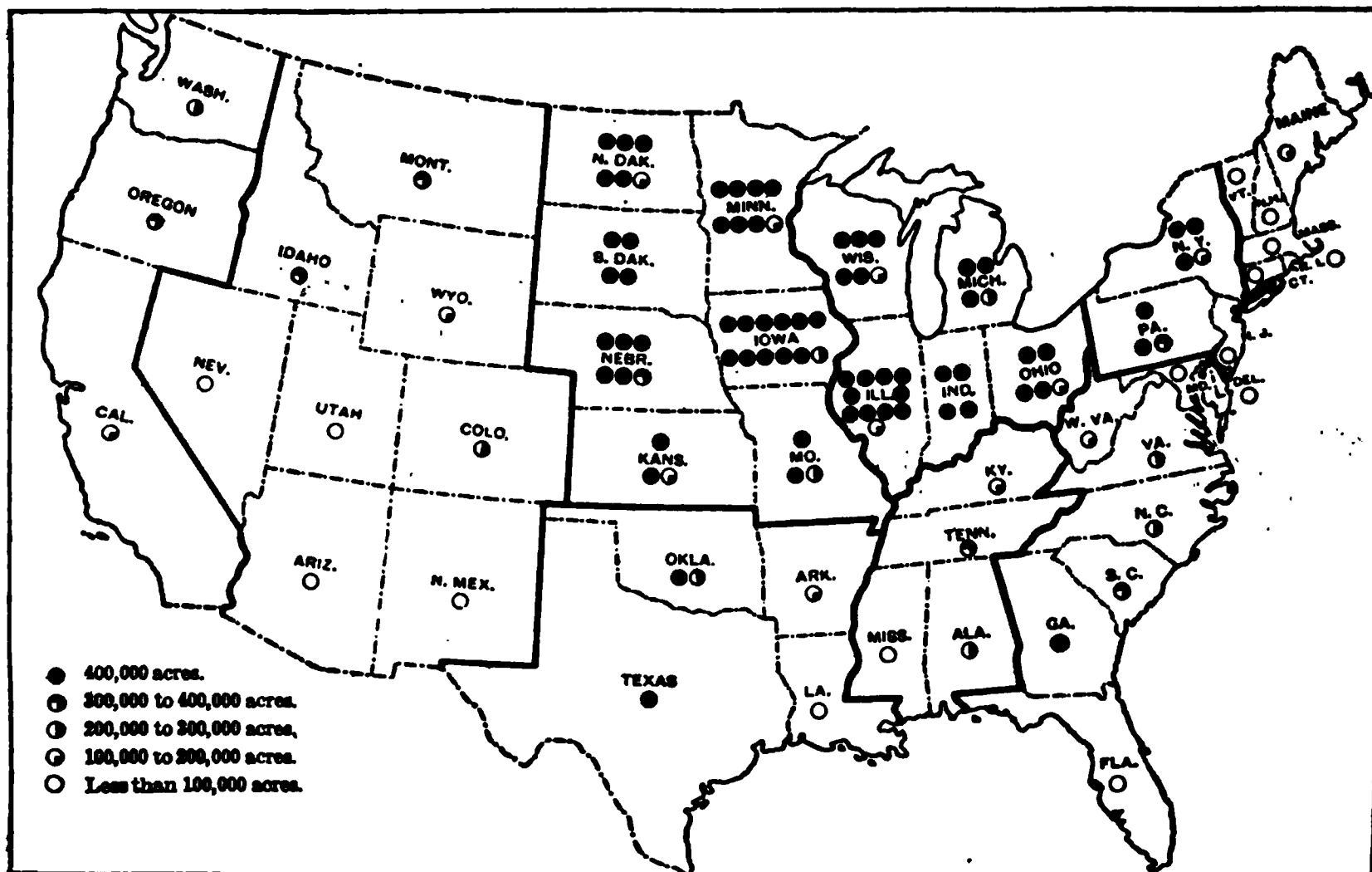
of the Union, Virginia second, then followed, in their respective order, North Carolina, Ohio, Tennessee, Pennsylvania, Wisconsin, Connecticut, South Carolina, Maryland, Indiana, West Virginia, Massachusetts, Missouri, New York, and Illinois.



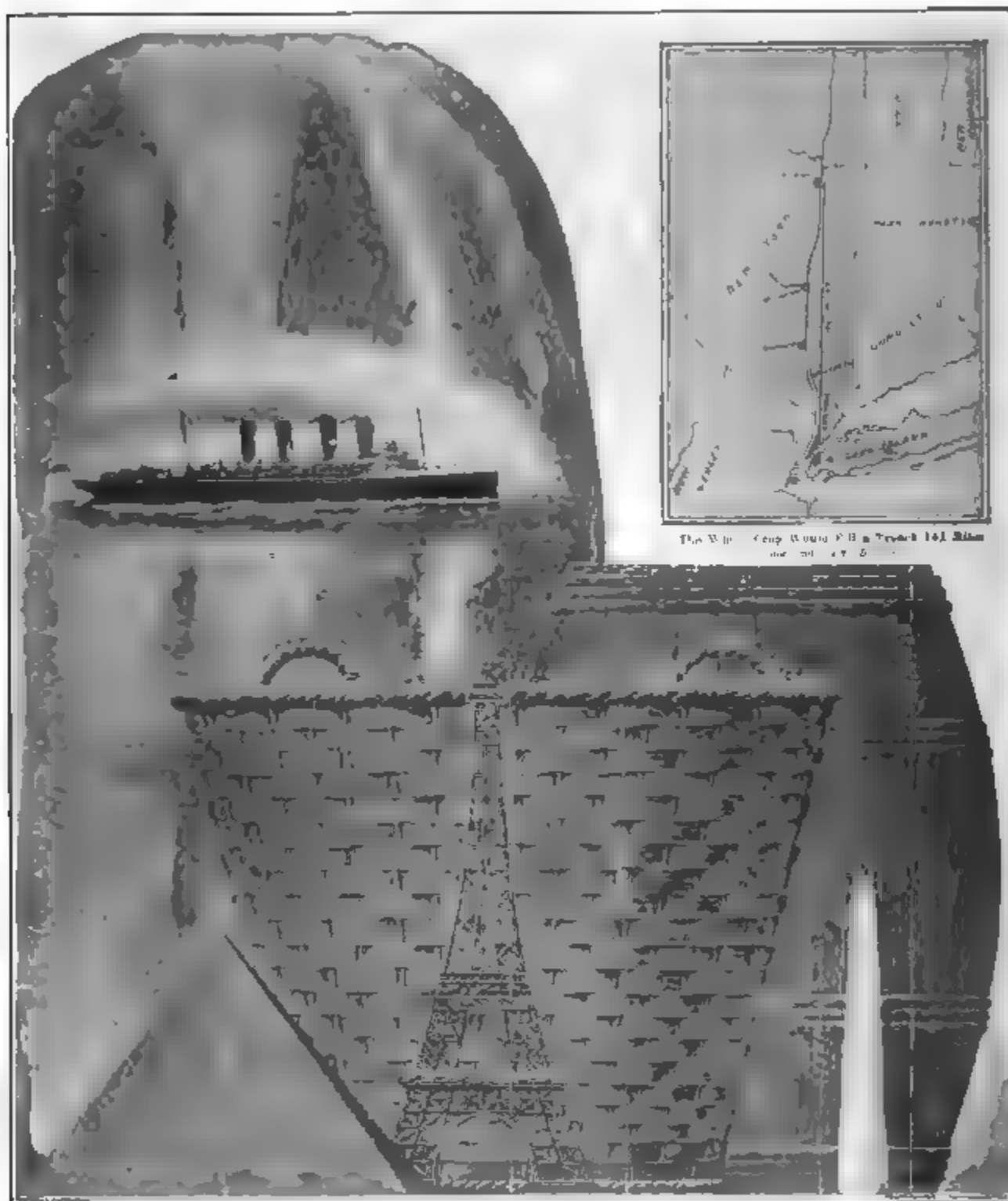
A YEAR'S CONSUMPTION OF TOBACCO
(in pounds per head)



A YEAR'S CROP OF TOBACCO
(per cwt., 112 pounds)



OATS: ACREAGE BY STATES, 1909.



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WHAT OUR WHEAT CROP MEANS.

The 735,260,970-bushel wheat crop of 1906 converted into a 1,214-foot barrel of flour, and baked into an immense loaf, 2,158 feet high.

WOOL PRODUCTION: 1912.

On April 1, 1912 the total number of sheep of shearing age was 38,481,000 and the average weight of a fleece for the year was 6.82 pounds. The per cent. of shrinkage for the same year was 59.3. There were 304,043,400 pounds of wool washed and unwashed, and 136,866,652

pounds of scoured wool. The average value per pound of scoured wool for the year 1912 was 47.7 cents, and the total value of all the scoured wool to October 1, 1912 (Boston Market) was \$75,819,251.

POTATO CROP: 1912

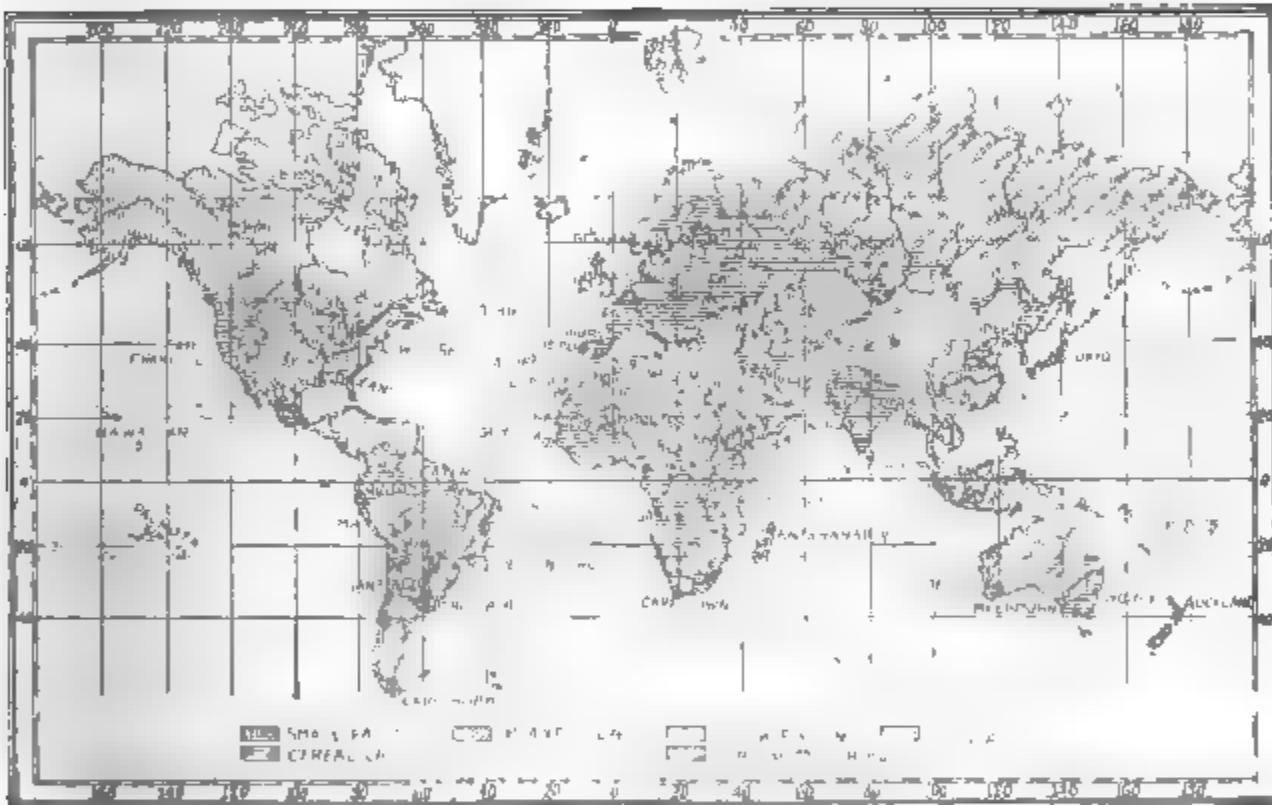
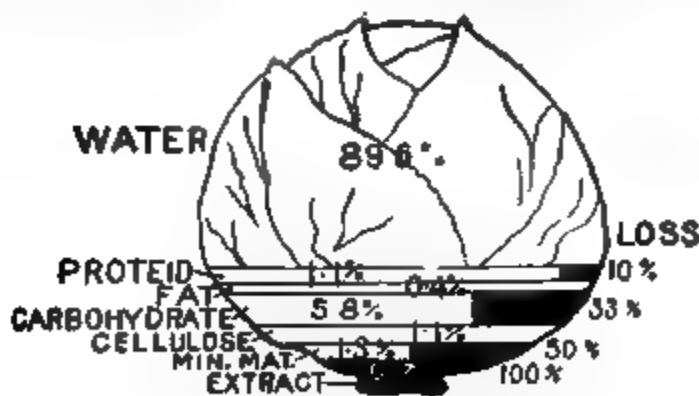
For the year 1912 the total 3,711,000 acres planted to potatoes in the United States produced a total of 428,647,000 bushels of potatoes. Their total farm value on December 1, 1912 was \$212,550,000, making the

average value per bushel 50.5 cents. The average yield per acre for the whole United States was 113.4 bushels and the average farm value of yield per acre on December 1 was \$57.28.

SUGAR BEETS: 1911.

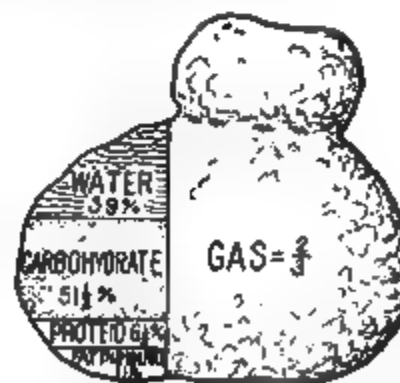
During the year 1911 there were 66 sugar beet factories in operation. For the same period there were 473,877 acres of sugar beets harvested, and the average yield per acre was 10.68 short tons. The factories of the United

States worked 5,062,333 short tons of beets and produced 1,199,000,000 pounds, or 599,500 short tons of sugar. For the same period there were 723,840,000 pounds of cane sugar produced and 34,120,000 gallons of molasses.

**FOOD SOURCES OF THE WORLD.**

Loss of Constituents on Boiling.

PERCENTAGE COMPOSITION OF CABBAGE AND BREAD.



COTTON PRODUCTION AND STATISTICS: 1912.

According to the revised estimates of the Department of Agriculture, the area planted in cotton in 1912 was 34,766,000 acres, of which 483,000 acres, or 1.4 per cent. were abandoned, leaving 34,283,000 acres as the area from which the crop was harvested. This is a reduction of 1,762,000 acres as compared with 1911. This total of 34,283,000 acres was divided among the several states as follows: Texas, 11,338,000 acres; Georgia, 5,335,000; Alabama, 3,730,000; Mississippi, 2,889,000; South Carolina, 2,695,000; Oklahoma, 2,665,000; Arkansas, 1,901,000; North Carolina, 1,545,000; Louisiana, 929,000; Tennessee, 783,000; Florida, 224,000; Missouri, 103,000; Virginia, 47,000 and California, 9,000 acres.

The average production of lint per acre in 1912 was 191 pounds, as compared with 208 pounds in 1911 and 171 pounds in 1910. The average yield per acre in North Carolina was 267 pounds; Missouri 260, Virginia 250, South Carolina 209, and in Texas 206 pounds. No other state had an average as high as 200 pounds.

The production of cotton in the most important states during 1912 was as follows: Texas, 4,888,623 bales (round bales counted as half bales); Georgia, 1,888,963; Alabama, 1,367,136; South Carolina, 1,259,762; Okla-

homa, 1,057,125; Mississippi, 1,049,604; all other states, 2,579,650 bales, or a total for the United States of 14,090,863 bales. The aggregate value of this cotton crop for 1912 was \$920,630,000.

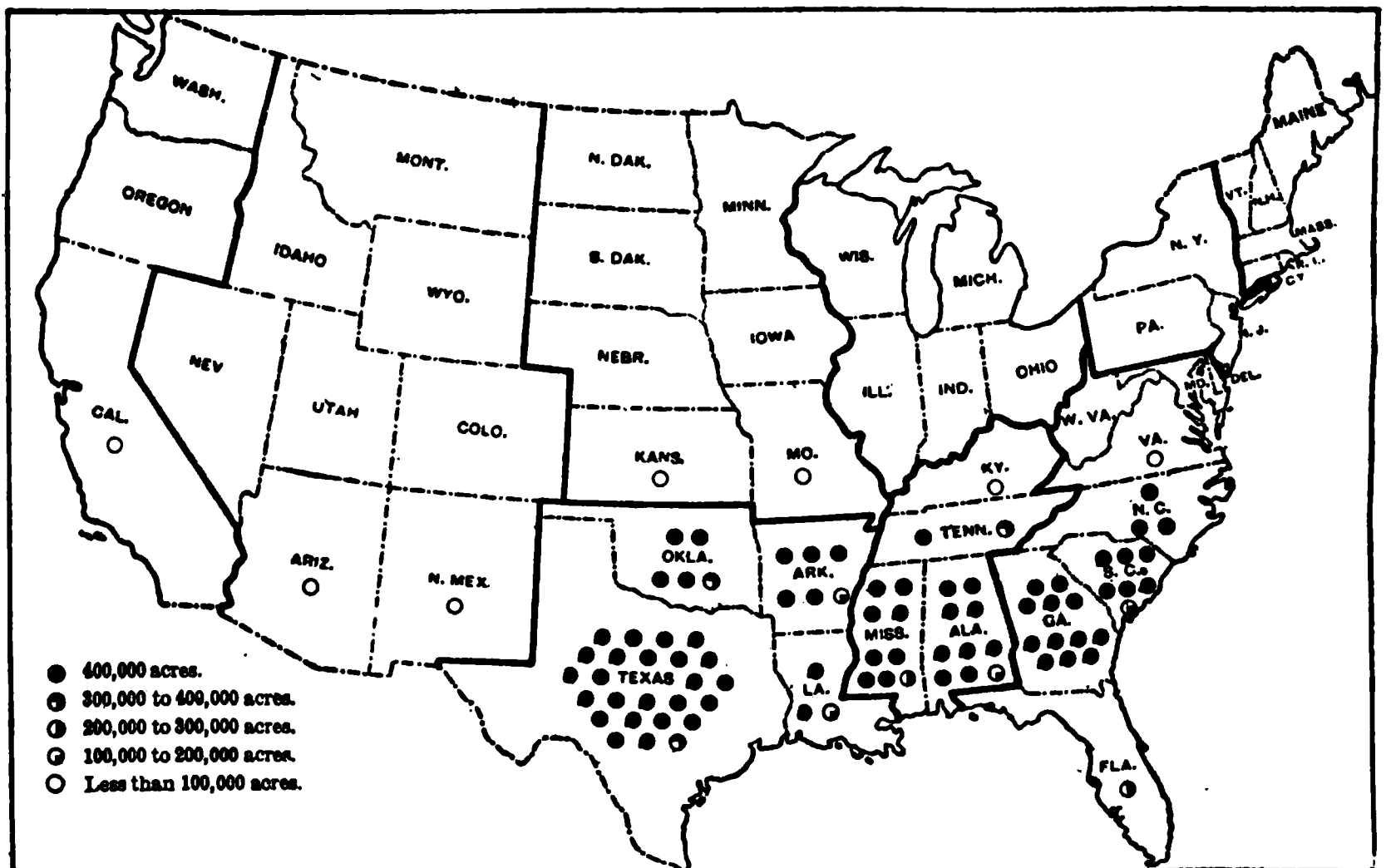
The total number of ginneries in 1912 was 28,358, of which number 25,279 were active and 3,079 were idle. The average number of running bales ginned per establishment was 535.

The World's production of cotton for mill consumption, by countries for the year 1912 was as follows: United States, 13,696,000 bales, or 62.8 per cent of the world's production; India, 3,518,000 bales; Egypt, 1,523,000 bales; China, 1,074,000 bales; Russia, 950,000 bales; Brazil, 320,000 bales; all other countries 736,000 bales, making the total for the year 21,817,000 bales.

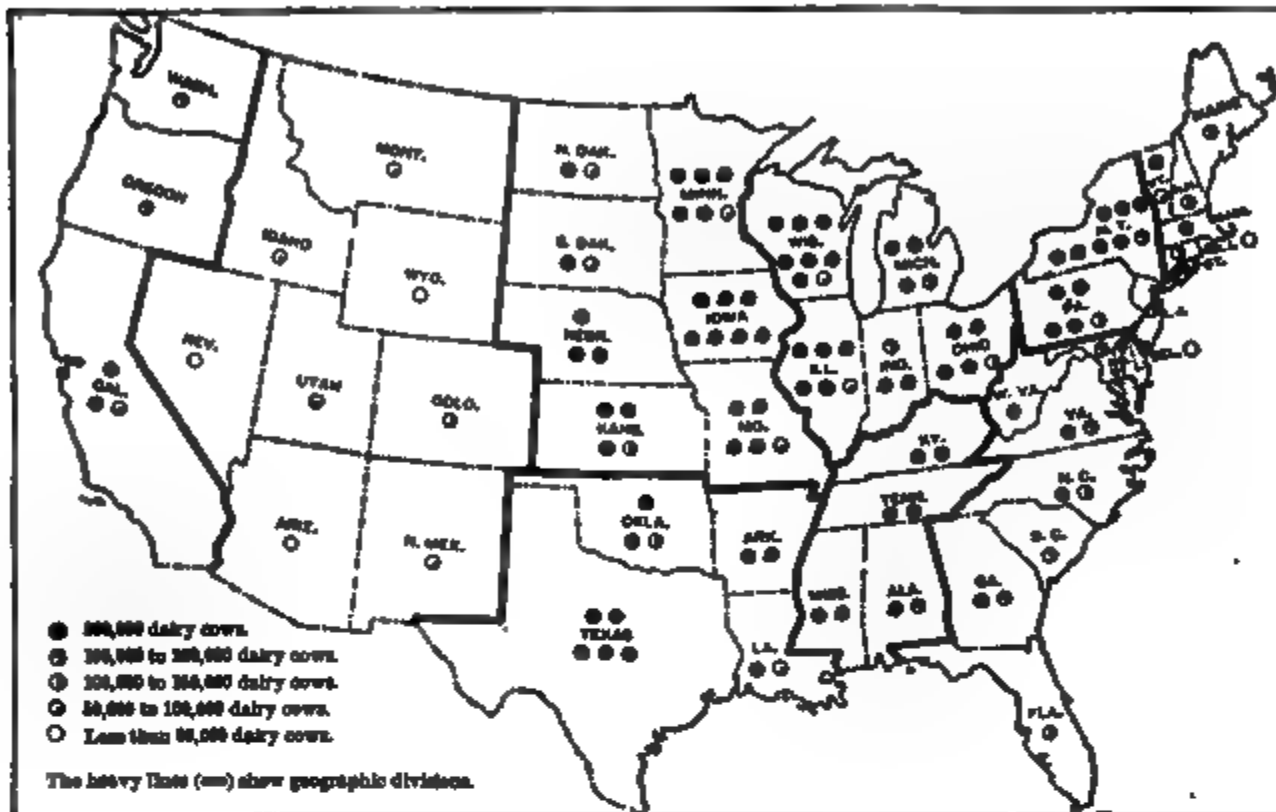
On March 1, 1913 there were in the United States 30,575,028 active cotton spindles, 11,853,142 of which were in cotton producing states and the remainder in other states. The number of spindles in the principal countries of the world on March 1, 1913 was as follows: Great Britain, 55,576,108; Germany, 10,920,426; Russia, 8,950,000; France, 7,400,000; Austria, 4,864,453; Italy, 4,580,000; Spain, 2,200,000; Switzerland, 1,398,062; India, 6,400,000; Japan, 2,250,000.

The imports of cotton, for the seven months, Sept. 1912 to March 1913, amounted to 167,749 bales; of this amount 143,710 bales were imported from Egypt and 11,989 bales from China. The exports for the same period

amounted to 7,175,601 bales; of this amount 2,979,601 were exported to the United Kingdom; 1,970,519 bales to Germany, 911,100 bales to France; 351,487 bales to Italy and 963,363 bales to all other countries.



COTTON: ACREAGE BY STATES, 1909.



DAIRY COWS ON FARMS: NUMBER BY STATES, 1910.

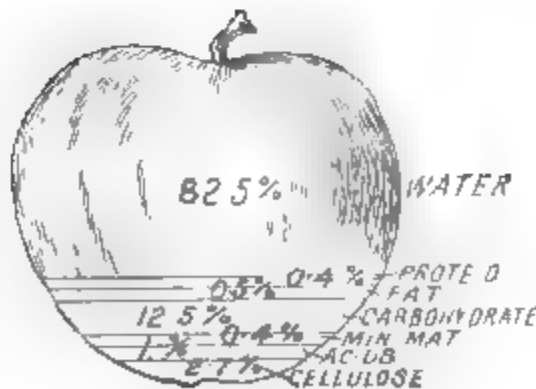
MILK, BUTTER AND CHEESE.

The total quantity of milk reported as produced on farms in 1909 was 5,813,899,474 gallons. During the same year, there were 994,650,610 pounds of butter, having a value of \$222,861,440, made on farms and 624,764,653 pounds, having a value of \$170,510,619, made in factories, thus the total quantity of butter made during the year was 1,619,415,263 pounds, valued at \$402,372,059. The cheese made on farms amounted to 9,405,864 pounds, valued at \$1,148,708 and that made in factories amounted to 311,126,317, valued at \$43,239,924; thus the total production for the year was 320,532,181 pounds, having a value of \$44,388,632.

The total reported value of dairy products sold on farms in 1909 was \$437,769,412 and was made up as follows. Milk sold, 1,937,255,864 gallons, valued at \$252,436,757, cream,

54,933,583 gallons, value \$37,655,047; butter fat, 305,662,587 pounds, value \$82,311,511; butter, 415,080,489 pounds, value 100,378,123 cheese, 8,136,901 pounds, value \$987,974. The quantity of milk sold as such was reported as 1,937,255,864 gallons, or about one-third of the total production. However, it should be borne in mind that a great deal of milk sold or delivered to creameries for butter making is paid for on the basis of the cream or butter fat content, in which case the quantity of such cream or butter fat is reported, and not the quantity of milk. The greater part of milk reported as sold was doubtless consumed as such in the cities and villages.

The average value of butter sold by farmers in the United States was 24.2 cents per pound in 1909, as compared with 16.7 cents in 1899, an increase of 44.9 per cent. The average value was highest in New England, 28.9 cents. The average value of cheese sold increased from 9.1 cents per pound in 1899 to 12.1 cents in 1909, or 33 per cent.



PERCENTAGE COMPOSITION OF APPLE AND CUCUMBER.



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FATHER KNICKERBOCKER'S DAILY FARE.

OLEOMARGARINE.

During the year 1912 a total quantity of 126,251,147 pounds of oleomargarine was produced in the United States. The internal revenue tax paid for this total production was \$623,427.49, 3,259,483 pounds were taxed at the rate of ten cents a pound and 122,991,664 pounds at one-fourth of a cent per pound.

COTTONSEED PRODUCTS: PRODUCTION AND MANUFACTURE, 1911.

During the year 1911 there were 6,997,000 short tons of cottonseed produced in the United States and of this amount 4,921,073 short tons were manufactured. The average value per ton of cottonseed used for manufacturing purposes was \$18.30 per short ton. The cottonseed products having a value of \$131,340,000 were as follows. Oil, 201,650,000 gallons with a value of \$66,580,000, cake and meal, 2,151,000 short tons with a value of \$49,720,000, hulls, 1,642,000 short tons with a value of \$9,890,000; linters, 533,098 bales of 500 pounds net, value \$5,150,000.

FLAXSEED CROP: 1912.

In 1912, the 2,851,000 acres planted to flaxseed produced a crop of 28,073,000 bushels. The total farm value on December 1 was \$32,202,000, thus making the average price paid per bushel \$1.147. The average yield per acre amounted to 9.8 bushels. The average farm value of yield per acre was \$11.29.

BEEES

According to the Census report for 1910 there were in the United States 3,445,006 colonies of bees, with a value of \$10,373,615, or an average of \$3.01 per colony. Nine and two-tenths per cent., or 585,955 farms in the United States, reported bee colonies.

FLORIST AND NURSERY PRODUCTS.

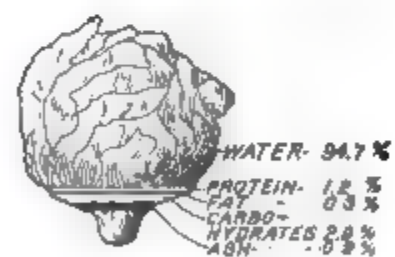
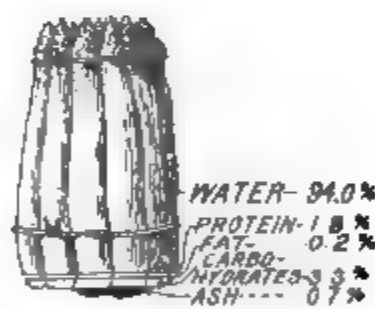
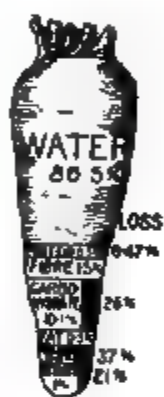
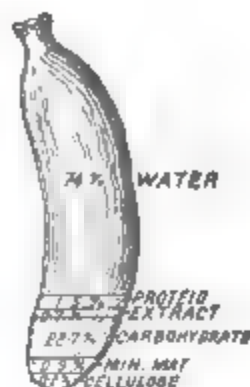
In 1909 there were 10,614 florist establishments reporting products valued at \$34,872,000.

The total value of nursery products reported from 5,582 establishments in 1909 was \$21,051,000.



COMPARISON OF FARM ANIMALS IN THE UNITED STATES.

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PERCENTAGE COMPOSITION OF BANANA, CARROT, ASPARAGUS, LETTUCE AND TOMATO.

NUMBER AND VALUE OF FARM ANIMALS, 1910.

	All cattle (including calves).	Dairy cows.	Other cows.	Rabbits.	Goats and hulls.
1910—Number ..	1,611,803,865	20,635,432	12,023,682	7,265,880	13,048,547
Value ..	\$1,480,523,077	\$706,236,307	\$269,180,163	\$104,026,937	\$911,174
Average value ..	\$724.26	\$34.24	\$22.39	\$14.14	\$26.66
Farms reporting ..	5,284,916	5,140,809	1,444,733	2,374,507	.....
Per cent of all farms ..	53.1	30.8	22.7	37.3	.....
1900—Number ..	67,713,410	17,135,633	11,558,194	7,174,453	16,534,515
Value ..	\$1,475,204,633	\$508,616,501	\$271,302,682	\$121,528,076	\$436,467,373
Average value ..	\$21.78	\$29.66	\$23.47	\$16.94	\$26.40

1 Includes 1,003,785 unclassified cattle, valued at \$21,021,774.

	SHEEP 1				All goats and kids.
	All sheep and lambs.	Ewes.	Rams and wethers.	Lambs.	
1910—Number ..	52,447,861	31,033,797	7,710,340	12,803,815	2,915,125
Value ..	\$232,841,385	\$104,855,314	\$38,660,830	\$29,325,441	\$6,176,423
Average value ..	\$44.42	\$33.76	\$5.01	\$2.29	\$2.12
Farms reporting ..	610,894	590,878	297,138	470,625	82,756
Per cent of all farms.	9.6	9.3	4.7	7.4	1.3
1900—Number ..	61,503,713	31,857,652	7,905,316	21,650,746	1,876,599
Value ..	\$170,203,119	\$101,288,730	\$26,808,051	\$2,016,328	\$3,265,549
Average value ..	\$27.77	\$32.18	\$3.36	\$1.94	\$1.75

1 For definition of the subclasses at the two censuses, see preceding table.

HOMICIDES.

The number of deaths by personal violence in 1912 was 9,152, as compared with 8,272 in 1911 and 8,975 in 1910. The various causes were as follows:

Quarrels ..	4,380	Infanticide ..	158
Unarmed ..	2,021	Resisting arrest ..	171
Liquor ..	963	Insanity ..	118
By highwaymen ..	367	Riots ..	25
Jealousy ..	903	Self defense ..	89
H i g h w a y ..	.....	Strikes ..	43
men killed ..	70	Criminal outrages ..	22

LYNCHINGS.

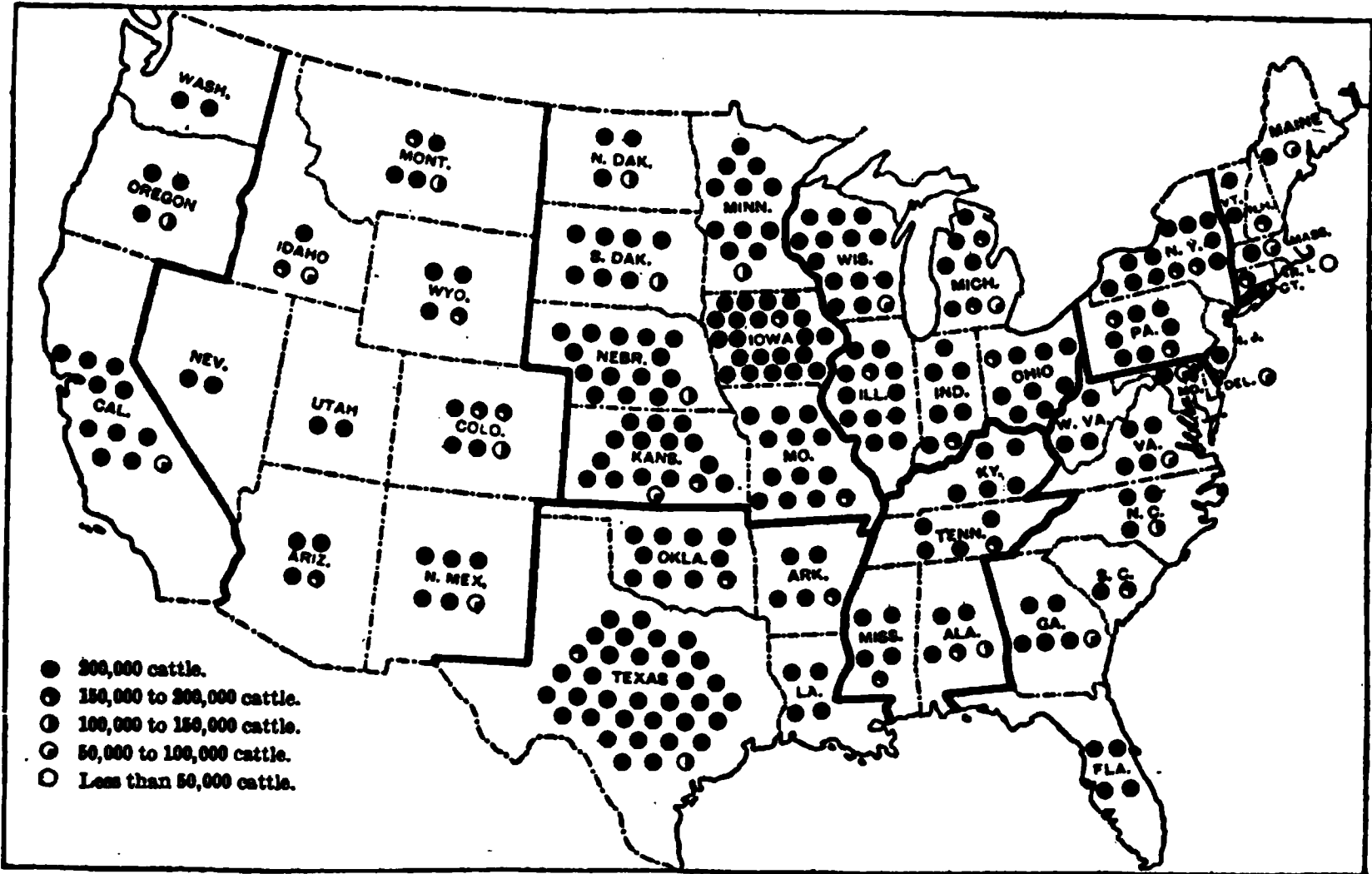
The number of lynchings in 1912 shows a decrease, being 137 as compared with 171 in 1911. The following table shows the number of lynchings during the past 28 years. Over 95% of the lynchings occur in the southern states.

1885 ..	184
1886 ..	138
1887 ..	122

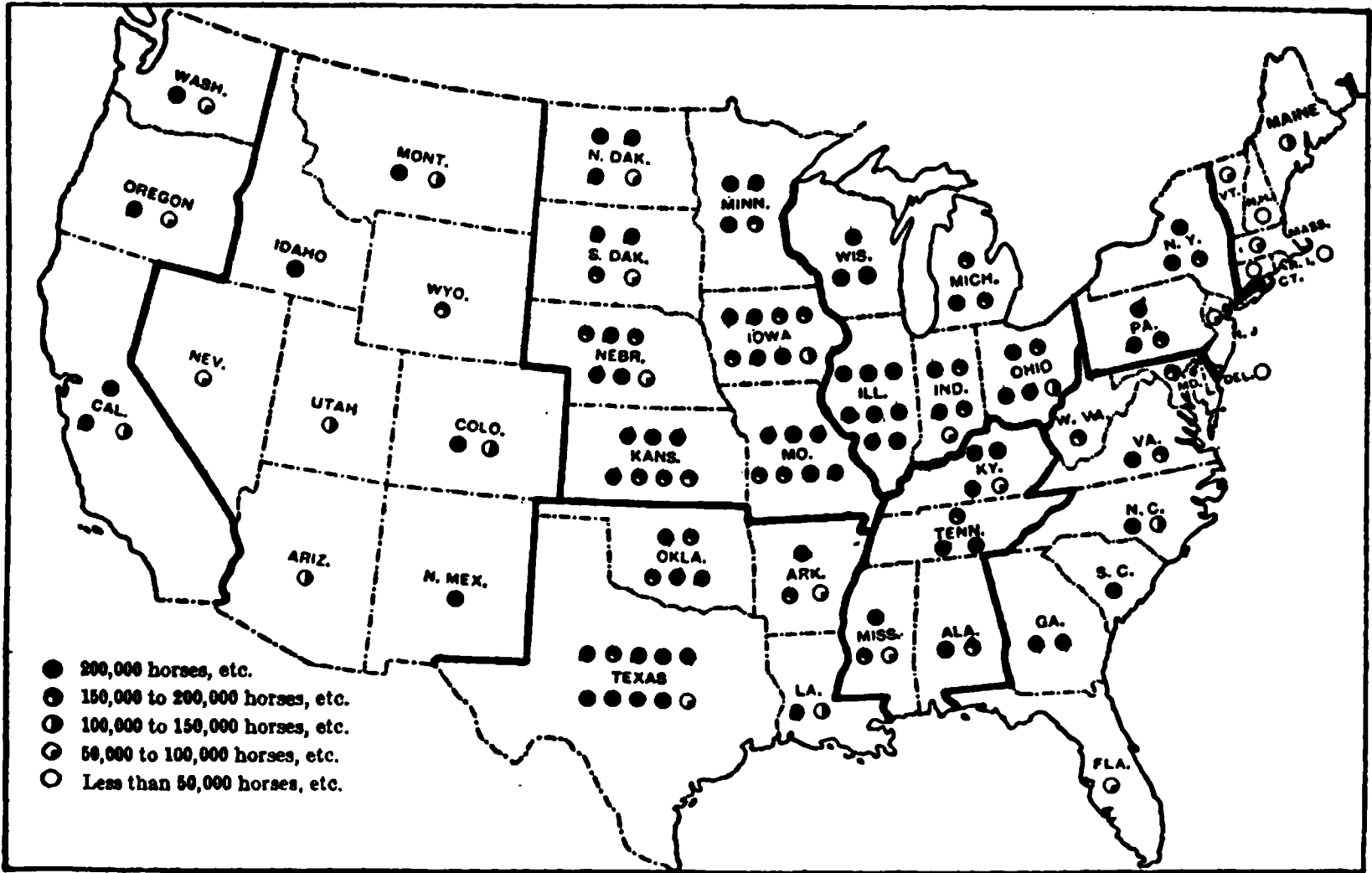
	All horses, mules, and asses and burros.	Horses.	Mules.	Asses and burros.
1910—Number ..	24,146,590	19,835,113	4,209,708	106,609
Value ..	\$2,622,180,170	\$2,063,539,195	\$525,391,853	\$13,203,112
Average value ..	\$108.59	\$103.90	\$124.90	\$124.89
Farms reporting ..	.....	4,097,314	1,889,005	63,927
Per cent of all farms.	.....	73.8	29.4	0.7
1900—Number ..	21,635,600	18,267,020	2,264,615	94,165
Value ..	\$1,098,549,454	\$909,513,317	\$190,222,053	\$5,511,184
Average value ..	\$50.80	\$49.08	\$83.11	\$58.71
Farms reporting ..	.....	4,530,628	1,480,692	33,554
Per cent of all farms.	.....	79.0	28.6	0.6

	All swine.	Hogs and pigs born before Jan. 1.	Pigs born after Jan. 1.
1910—Number (April 15)	28,134,067	23,051,579
Value	\$323,157,958	\$17,390,340
Average value	\$6.86	\$2.05
Farms reporting	4,341,751	1,808,672
Per cent of all farms	68.4	29.4
1900—Number (June 1)
Value
Average value
Farms reporting
Per cent of all farms

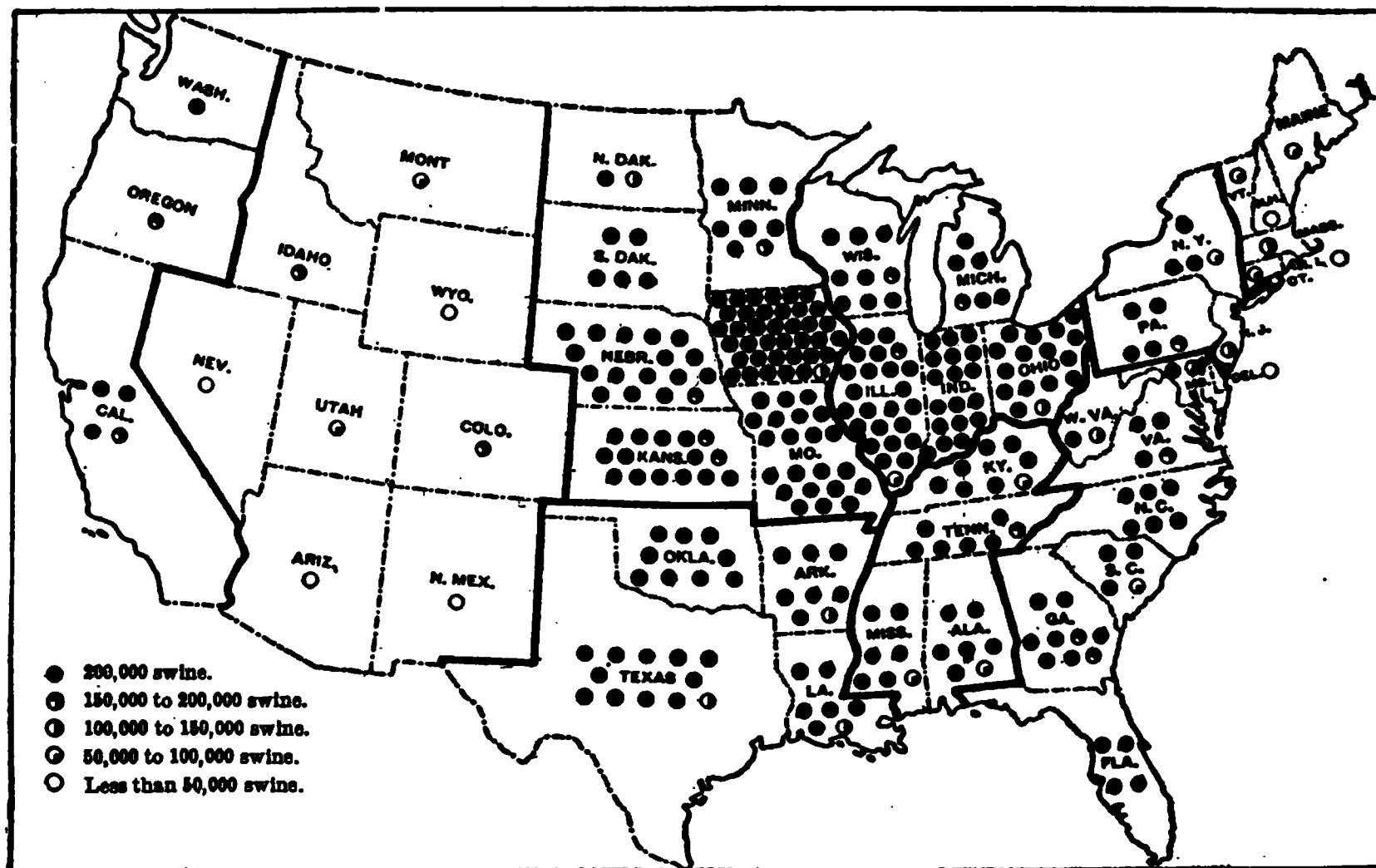
1 No age classification in 1900.



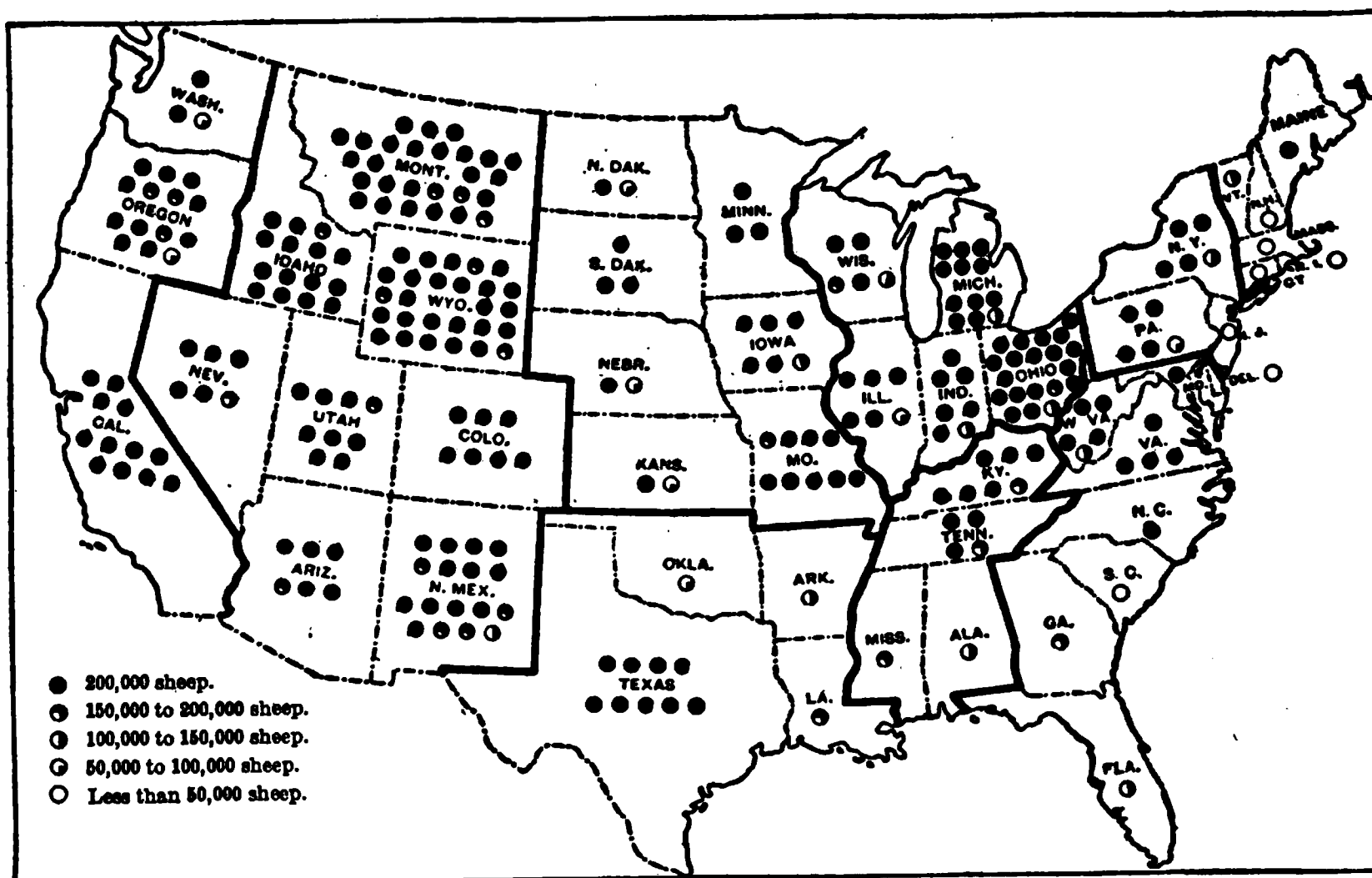
ALL CATTLE ON FARMS: NUMBER BY STATES, 1910.



ALL HORSES, MULES AND ASSES AND BURROS ON FARMS:
NUMBER BY STATES, 1910.



ALL SWINE ON FARMS: NUMBER BY STATES, 1910.



ALL SHEEP ON FARMS: NUMBER BY STATES, 1910.

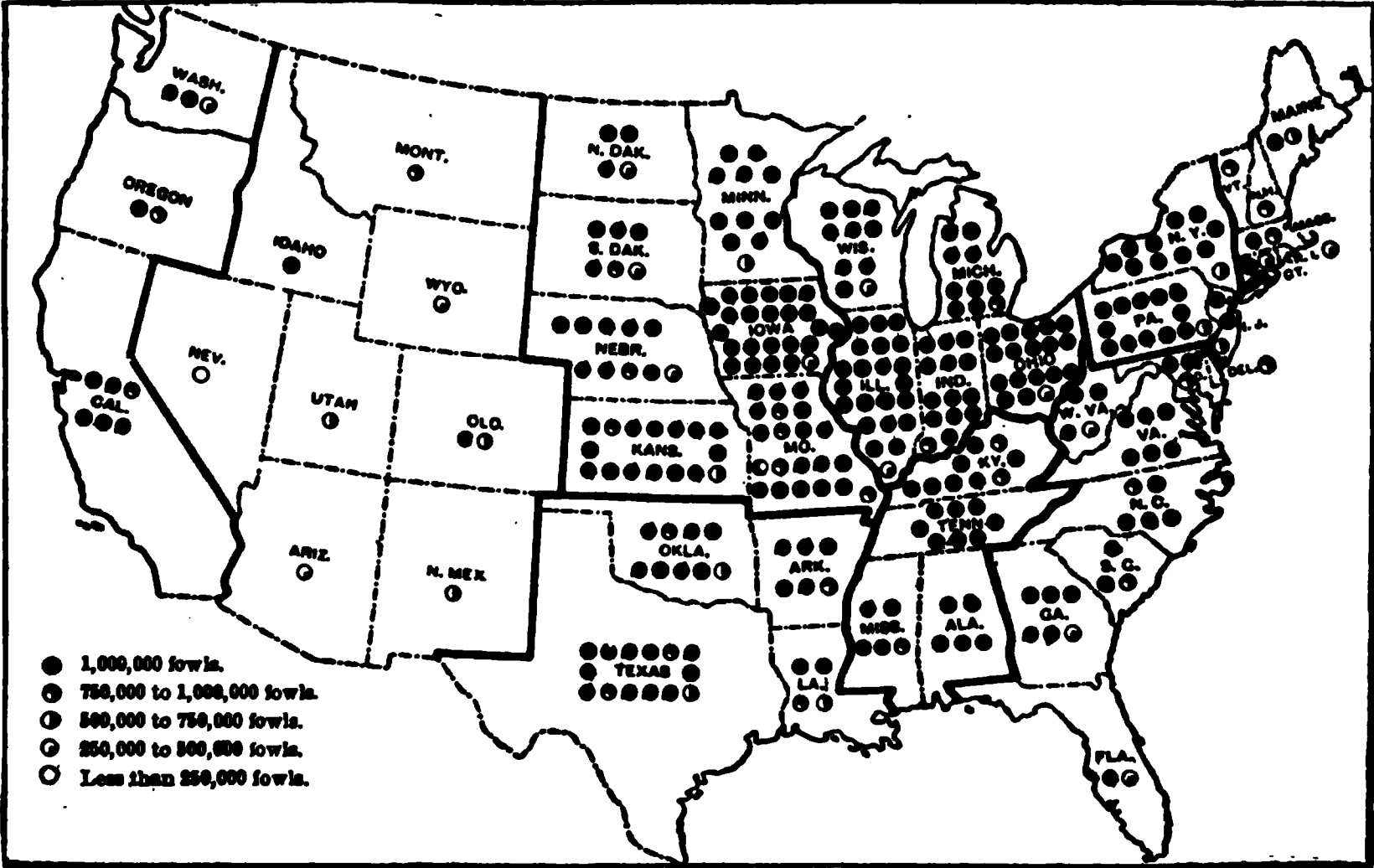
NUMBER AND VALUE OF POULTRY IN THE UNITED STATES, 1910.

KIND.	1910 (Apr. 15).				1900 (June 1).
	Farms reporting.		Number of fowls.	Value.	Number of fowls.
	Number.	Per cent of all farms.			
Total.....	5,585,012	88.1	295,876,176	\$153,394,142	250,623,354
Chickens.....	5,577,218	88.0	280,340,643	140,192,912	233,566,021
Turkeys.....	852,679	13.4	3,688,688	6,605,640	6,594,695
Ducks.....	503,673	7.9	2,904,359	1,566,176	4,785,850
Geese.....	661,189	10.4	4,431,623	3,192,861	5,676,788
Guinea fowls.....	339,922	5.4	1,765,033	613,282	(1)
Pigeons.....	99,409	1.6	2,730,996	762,372	(2)
All other ³	2,005	(*)	14,834	460,899	(3)

¹ Included with chickens.

² Not reported.

³ Less than one-tenth of 1 per cent.



ALL FOWLS ON FARMS: NUMBER BY STATES, 1910.

RICE CROP, 1912.

HOPS: 1911.

For the year 1912 the total 722,800 acres planted to rice in the United States produced a total of 25,054,000 bushels of rice. The total farm value on December 1, 1912 was \$23,423,000 making the average price per bushel 93.5 cents. The average yield per acre was 34.7 for whole of the United States.

The total production of hops in the United States in 1911 amounted to 40,000,000 lbs., as against 44,000,000 lbs. in 1910, or 27.2 per cent. of the world's production. During 1910, the exports amounted to 12,748,617 lbs. and the imports to 5,923,520.

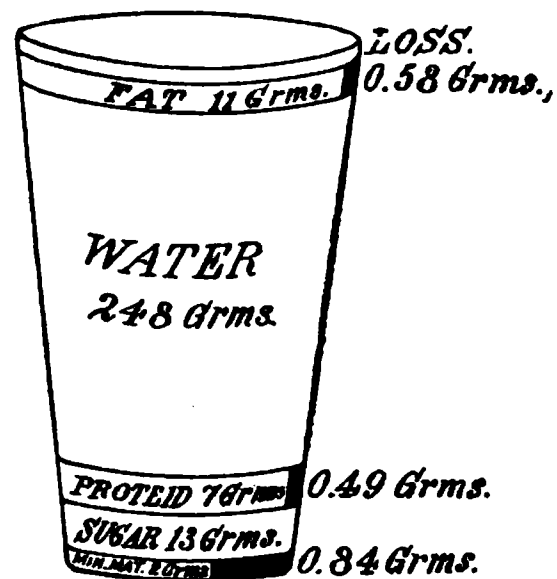
EGG STATISTICS.

According to a recent report of the Census Bureau, the production of eggs on farms of the United States in 1909 was 1,591 million dozen, valued at \$306,689,000, equivalent to 19.3 cents per dozen. This production is equivalent to 207 eggs per capita of population. As less than 1 per cent. of the eggs produced are exported and almost none imported, production may be regarded as equivalent to domestic consumption. In the fiscal year ending June 30, 1910, the exports of eggs were 5,326,000 dozen and imports 818,000 dozen. A small proportion of the production is used for manufacturing purposes. The census report does not include the production of eggs in cities, towns, or villages. According to an estimate given in the census report of 1900, the production of eggs off farms was equal to about 5 per cent. of the production on farms; on this basis, about 80 million dozen eggs would have been produced off farms in 1909.

According to the census figures the production of eggs increased 23 per cent. from 1899 to 1909; but the commercial movement shows a much greater increase. Seven cities combined (New York, Boston, Chicago, St. Louis, Cincinnati, Milwaukee, and San Francisco) received about 369 million dozen eggs in 1909, an increase of 70 per cent. over their receipts in 1899. Population had increased between 1900 and 1910 about 21 per cent. in the United States, but 31 per cent. in the seven cities named above. The receipts at these seven cities in 1909 were equivalent to about 23 per cent. of the production as reported by the census, as compared with 16 per cent. in 1899.

In January, 1910, and again in June, 1910, the Department of Agriculture made an investigation through its agents, in 63 cities throughout the United States, concerning the price which retail dealers were paying for eggs and the price which consumers were paying for fresh eggs; at the same time inquiries were

made through correspondence with crop reporters of the Bureau of Statistics adjacent to these cities concerning the prices received by producers. From the reports received it appears that in June, 1910, consumers paid an average of 24 cents per dozen; retail dealers paid 19.8 cents, and near-by producers received 18.7 cents; in January, 1910, consumers paid 38.1 cents, retailers paid 32 cents, and near-by producers received 30.4. The average price to producers for the entire United States in the middle of June, 1910, was about 18.3 cents, and in the last week of January, 1910, about 29 cents.



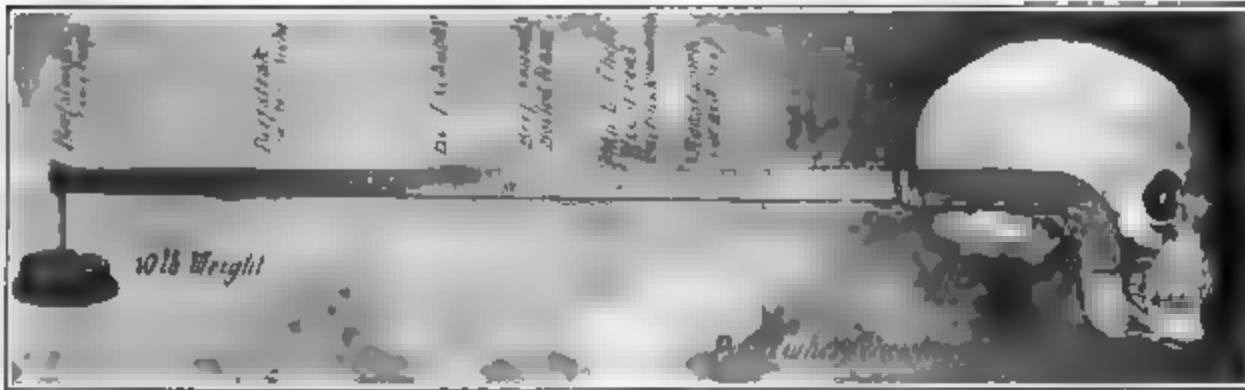
COMPOSITION OF MILK.

It has been estimated that the average man must be supplied daily with an amount of energy in the form of food which is the equivalent of from 3,000 to 3,500 calories. In order to obtain this energy one would have to consume about eight pints of milk daily, or about a tumblerful every hour of the working day.

ORCHARD AND VINEYARD PRODUCTS.

Products.	Trees of Bearing Age: 1910.		Products of 1909.		Trees Reported June 1, 1900.	Products of 1899, Bushels.
	Farms reporting.	Number.	Bushels.	Value.		
Fruits: (orchard)						
Apples.....	2,980,398	151,323,000	147,522,000	\$83,231,000	201,794,000	175,397,000
Cherries.....	1,248,667	11,822,044	4,126,099	7,231,160	11,943,287	2,873,499
Peaches.....	1,843,610	94,507,000	35,470,000	28,781,000	99,919,000	15,434,000
Pears.....	1,276,366	15,172,000	8,841,000	7,911,000	17,716,000	6,625,000
Plums, etc...	1,120,130	23,445,009	15,480,170	10,299,495	30,780,892	8,764,032
Fruits: (vineyard)						
Grapes.....	923,396	224,098,000	2,570,996,000	22,025,000	182,228,000	1,300,751,000
Fruits: (sub-tropical)						
Oranges.....	9,367,047	119,289,391	17,257,278
Lemons.....	938,870	2,728,341	2,939,512

¹Boxes.



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JAW LEVERAGE REQUIRED FOR VARIOUS MEATS.

CUTS OF MEAT.

The method of dividing up the carcasses of slaughtered animals varies considerably in different localities. In order that there may be no confusion

on this account the character of the cuts of beef, veal, pork and mutton is shown in the diagrams given on page 62.

THE FUNCTIONS AND USES OF FOODS.

BY C. F. LANGWORTHY, PH. D.

Office of Experiment Stations.

In this article a number of the terms used in discussing food are defined and some of the principles of nutrition are briefly stated. The average composition of a number of the more common American foods is quoted as well as the commonly accepted dietary standards. With the aid of such data, the nutritive value of any given diet may be computed and its comparative value ascertained.

Ordinary food materials, such as meat, fish, eggs, potatoes, wheat, etc., consist of:

Refuse.—As the bones of meat and fish, shells of shellfish, skins of potatoes, bran of wheat, etc.

Edible Portion.—As the flesh of

meat and fish, the white and yolk of eggs, wheat flour, etc. The edible portion consists of water and nutritive ingredients, or nutrients. The nutritive ingredients are *protein, fats, carbohydrates and mineral matters.*

The water, refuse, and salt of salted meat and fish are called non-nutrients. In comparing the values of different food materials for nourishment they are left out of account.

USE OF NUTRIENTS.

Food is used in the body to build and repair tissue and to furnish energy. The manner in which the valuable constituents are utilized in the body may be expressed in tabular form as follows:



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THE RACE OF FOODS FOR FIRST PLACE IN THE DIGESTION RACE.

Protein.....	Forms tissue (muscles, tendon, and probably fat).	All serve as fuel and yield energy in form of heat and muscular strength.
White (albumen) of eggs, curd (casein) of milk, lean meat, gluten of wheat, etc.	Form fatty tissue.	
Fats.....	Transformed into fat.	
Fat of meat, butter, olive oil, oils of corn and wheat, etc.	Aid in forming bone, assist in digestion, etc.	
Carbohydrates.....		
Sugar, starch, etc.		
Mineral matters (ash).....		
Phosphates of lime, potash, soda, etc.		

The Fuel Value of Food.—Heat and muscular power are forms of force or energy. The energy is developed as the food is consumed in the body. The unit commonly used in this measurement is the calorie, the amount of heat which would raise the temperature of a pound of water 4 deg. Fahrenheit.

Instead of this unit some unit of mechanical energy might be used—for

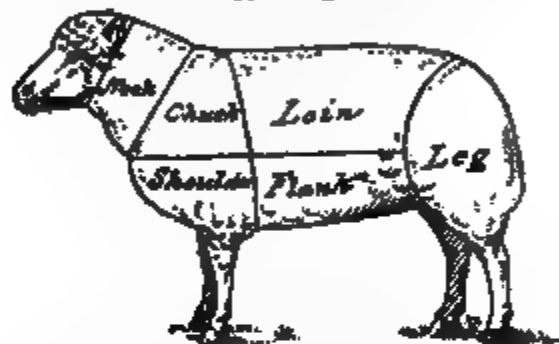


DIAGRAM OF CUTS OF MUTTON.

instance, the foot-ton, which represents the force required to raise one ton one foot. One calorie is equal to very nearly 1.53 foot-tons.

The following general estimate has been made for the average amount of potential energy in 1 pound of each of the classes of nutrients:

	Calories.
In 1 pound of protein.....	1,860
In 1 pound of fats.....	4,220
In 1 pound of carbohydrates..	1,860

In other words, when we compare the nutrients in respect to their fuel values, their capacities for yielding heat and mechanical power,

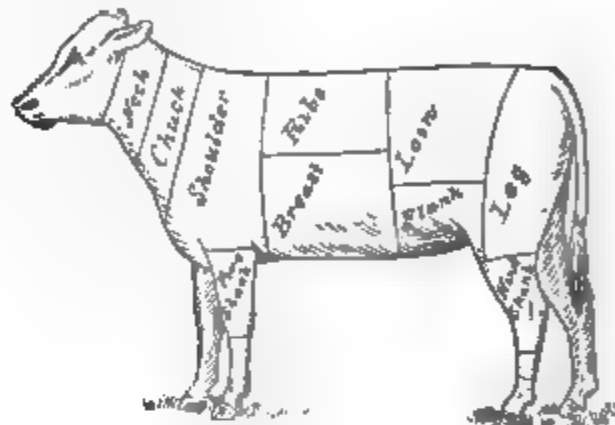


DIAGRAM OF CUTS OF VEAL.

a pound of protein of lean meat or albumen of egg is just about equivalent to a pound of sugar or starch, and a little over two pounds of either would

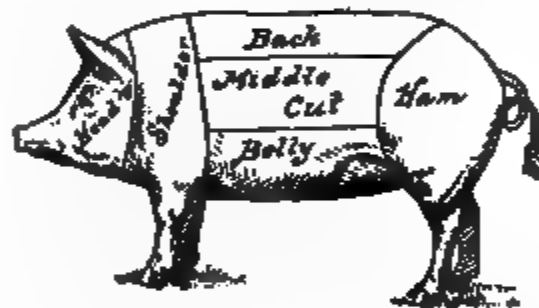


DIAGRAM OF CUTS OF PORK.

be required to equal a pound of the fat of meat or butter or the body fat.

Within recent years analyses of a large number of samples of foods have been made in this country. In the tables on pages 63-65 the results of a number of these analyses are given:

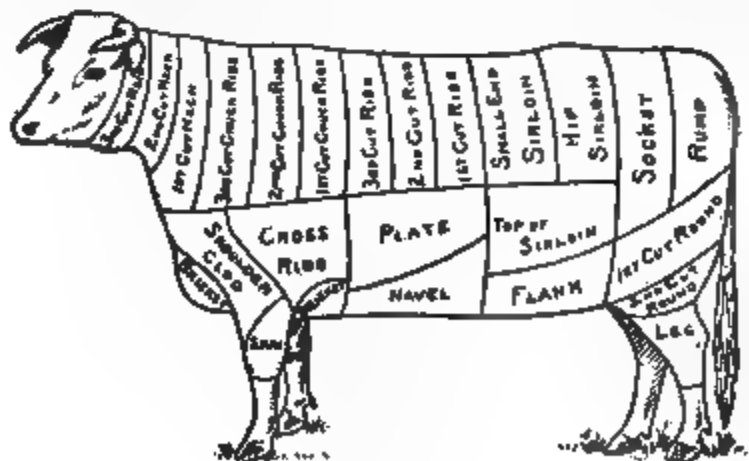


DIAGRAM OF CUTS OF BEEF.

AVERAGE COMPOSITION OF AMERICAN FOOD PRODUCTS.

Food Materials (as purchased).	Ref- use.	Water.	Pro- tein.	Fat.	Car- bohy- drates.	Ash.	Fuel Value per Lb.
	Per Ct.	Per Ct.	Per Ct.	Per Ct.	Per Ct.	Per Ct.	Calo- ries.
ANIMAL FOOD.							
Beef, fresh:							
Chuck, including shoulder.....	17.3	54.0	15.8	12.5	.....	0.7	820
Chuck ribs.....	19.1	53.8	15.3	11.1	.....	.8	755
Flank.....	5.5	56.1	18.6	19.9	.....	.8	1,185
Loin.....	13.3	52.9	16.4	16.9	.....	.9	1,020
Porterhouse steak.....	12.7	52.4	19.1	17.9	.....	.8	1,110
Sirloin steak.....	12.8	54.0	16.5	16.1	.....	.9	985
Neck.....	31.2	45.3	14.2	9.2	.....	.7	650
Ribs.....	20.1	45.3	14.4	20.0	.....	.7	1,110
Rib rolls.....	.....	64.8	19.4	15.5	.....	.9	1,015
Round.....	8.5	62.5	19.2	9.2	.....	1.0	745
Rump.....	19.0	46.9	15.2	18.6	.....	.8	1,065
Shank, fore.....	38.3	43.2	13.2	5.2	.....	.6	465
Shoulder and clod.....	17.4	57.0	16.5	8.4	.....	.9	660
Fore quarter.....	20.6	49.5	14.4	15.1	.....	.7	905
Hind quarter.....	16.3	52.0	16.1	15.4	.....	.8	950
Beef, corned, canned, pickled, and dried:							
Corned beef.....	8.4	49.2	14.3	23.8	.....	4.6	1,271
Tongue, pickled.....	6.0	53.9	11.9	19.2	.....	4.3	1,030
Dried, salted, and smoked.....	4.7	53.7	26.4	6.9	.....	8.9	780
Canned boiled beef.....	.....	51.8	25.5	22.5	.....	1.3	1,425
Canned corned beef.....	.....	51.8	26.3	18.7	.....	4.0	1,280
Veal:							
Breast.....	23.3	52.5	15.7	8.2	.....	.8	635
Leg.....	11.7	63.4	18.3	5.8	.....	1.0	585
Leg cutlets.....	3.4	63.3	20.1	7.5	.....	1.0	690
Fore quarter.....	24.5	54.2	15.1	6.0	.....	.7	535
Hind quarter.....	20.7	56.2	16.2	6.6	.....	.8	580
Mutton:							
Flank.....	9.9	39.0	13.8	36.9	.....	.6	1,815
Leg, hind.....	17.7	51.9	15.4	14.5	.....	.8	900
Shoulder.....	22.1	46.8	13.7	17.1	.....	.7	975
Fore quarter.....	21.2	41.6	12.3	24.5	.....	.7	1,265
Hind quarter, without tallow.....	19.3	43.3	13.0	24.0	.....	.7	1,255
Lamb:							
Breast.....	19.1	45.5	15.4	19.1	.....	.8	1,090
Leg, hind.....	13.8	50.3	16.0	19.7	.....	.9	1,130
Pork, fresh:							
Flank.....	18.0	48.5	15.1	18.6	.....	.7	1,065
Ham.....	10.3	45.1	14.3	29.7	.....	.8	1,520
Loin chops.....	19.3	40.8	13.2	26.0	.....	.8	1,340
Shoulder.....	12.4	44.9	12.0	29.8	.....	.7	1,480
Tenderloin.....	.....	66.5	18.9	13.0	.....	1.0	900
Pork, salted, cured, and pickled:							
Ham, smoked.....	12.2	35.8	14.5	33.2	.....	4.2	1,670
Shoulder, smoked.....	18.9	30.7	12.6	33.0	.....	5.0	1,625
Salt pork.....	.....	7.9	1.9	86.2	.....	3.9	3,670
Bacon, smoked.....	8.7	18.4	9.5	59.4	.....	4.5	2,685
Sausage:							
Bologna.....	3.3	55.2	18.2	19.7	.....	3.8	1,170
Farmer.....	3.9	22.2	27.9	40.4	.....	7.3	2,225
Frankfort.....	.....	57.2	19.6	18.6	1.1	3.4	1,170
Soups:							
Celery, cream of.....	.....	88.6	2.1	2.8	5.0	1.5	250
Beef.....	.....	92.9	4.4	.4	1.1	1.2	120
Meat stew.....	.....	84.5	4.6	4.3	5.5	1.1	370
Tomato.....	.....	90.0	1.8	1.1	5.6	1.5	185
Poultry:							
Chicken, broilers.....	41.6	43.7	12.8	1.4	.....	.7	295
Fowls.....	25.9	47.1	13.7	12.3	.....	.7	775
Goose.....	17.6	38.5	13.4	29.8	.....	.7	1,505
Turkey.....	22.7	42.4	16.1	18.4	.....	.8	1,075
Fish:							
Cod, dressed.....	29.9	58.5	11.1	.2	.....	.8	215
Halibut, steaks or sections.....	17.7	61.9	15.3	4.4	.....	.9	470
Mackerel, whole.....	44.7	40.4	10.2	4.2	.....	.7	365
Perch, yellow, dressed....	35.1	50.7	12.8	.7	.....	.9	265
Shad, whole.....	50.1	35.2	9.4	4.8	.....	.7	380
Shad, roe.....	.....	71.2	20.9	3.8	2.6	1.5	600
Fish, salt: Cod.....	24.9	40.2	19.0	.4	.....	18.5	315

AVERAGE COMPOSITION OF AMERICAN FOOD PRODUCTS—Continued.

Food Materials (as purchased).	Ref- use.	Water.	Pro- tein.	Fat.	Car- bohy- drates.	Ash.	Fuel Value per Lb.
	Per Ct.	Per Ct.	Per Ct.	Per Ct.	Per Ct.	Per Ct.	Calo- ries.
Fish, canned:							
Salmon.	14.2	56.8	19.5	7.5	.....	2.0	680
Sardines.	¹ 5.0	53.6	23.7	12.1	.....	5.3	950
Shellfish:							
Oysters, "solids"		88.3	6.0	1.3	3.3	1.1	230
Clams.		80.8	10.6	1.1	5.2	2.3	340
Crabs.	52.4	36.7	7.9	.9	.6	1.5	195
Lobsters.	61.7	30.7	5.9	.7	.2	.8	140
Eggs: Hens' eggs.	² 11.2	65.5	11.9	9.3	.....	.9	635
Dairy products, etc.:							
Butter.		11.0	1.0	85.0	.....	3.0	3,605
Whole milk.		87.0	3.3	4.0	5.0	.7	325
Skim milk.		90.5	3.4	.3	5.1	.7	170
Buttermilk.		91.0	3.0	.5	4.8	.7	165
Condensed milk.		26.9	8.8	8.3	54.1	1.9	1,520
Cream.		74.0	2.5	18.5	4.5	.5	910
Cheese, Cheddar.		27.4	27.7	36.8	4.1	4.0	2,145
Cheese, full cream.		34.2	25.9	33.7	2.4	3.8	1,950
VEGETABLE FOOD.							
Flour, meal, etc.:							
Entire-wheat flour.		11.4	13.8	1.9	71.9	1.0	1,675
Graham flour.		11.3	13.3	2.2	71.4	1.8	1,670
Wheat flour, patent roller process—							
High-grade and medium.		12.0	11.4	1.0	75.1	.5	1,650
Low grade.		12.0	14.0	1.9	71.2	.9	1,665
Macaroni.		78.4	3.0	1.5	15.8	1.3	415
Crushed wheat.		10.1	11.1	1.7	75.5	1.6	1,685
Buckwheat flour.		13.6	6.4	1.2	77.9	.9	1,620
Corn meal.		12.5	9.2	1.9	75.4	1.0	1,655
Oatmeal.		7.3	16.1	7.2	67.5	1.9	1,860
Rice.		12.3	8.0	.3	79.0	.4	1,630
Tapioca.		11.4	.4	.1	88.0	.1	1,650
Starch.					90.0	.....	1,675
Bread, pastry, etc.:							
White bread.		35.3	9.2	1.3	53.1	1.1	1,215
Brown bread.		43.6	5.4	1.8	47.1	2.1	1,050
Graham bread.		35.7	8.9	1.8	52.1	1.5	1,210
Whole-wheat bread.		38.4	9.7	.9	49.7	1.3	1,140
Rye bread.		35.7	9.0	.6	53.2	1.5	1,180
Cake.		19.9	6.3	9.0	63.3	1.5	1,675
Cream crackers.		6.8	9.7	12.1	69.7	1.7	1,990
Oyster crackers.		4.8	11.3	10.5	70.5	2.9	1,965
Soda crackers.		5.9	9.8	9.1	73.1	2.1	1,925
Sugars, etc.:							
Molasses.		25.1	2.4	.....	69.3	3.2	1,290
Candy.					96.0	.....	1,785
Honey ³		18.2	.4		81.2	.2	1,520
Sugar, granulated.					100.0	.....	1,800
Maple sirup.					71.4	.....	1,330
Vegetables:⁴							
Beans, dried.		12.6	22.5	1.8	59.6	3.5	1,605
Beans, Lima, shelled.		68.5	7.1	.7	22.0	1.7	570
Beans, string.	7.0	83.0	2.1	.3	6.9	.7	180
Beets.	20.0	70.0	1.3	.1	7.7	.9	170
Cabbage.	15.0	77.7	1.4	.2	4.8	.9	125
Celery.	20.0	75.6	.9	.1	2.6	.8	70
Corn, green (sweet), edible portion.		75.4	3.1	1.1	19.7	.7	470
Cucumbers.	15.0	81.1	.7	.2	2.6	.4	70
Lettuce.	15.0	80.5	1.0	.2	2.5	.8	75
Mushrooms.		88.1	3.5	.4	6.8	1.2	210
Onions.	10.0	78.9	1.4	.3	8.9	.5	205
Parsnips.	20.0	66.4	1.3	.4	10.8	1.1	240
Peas (<i>Pisum sativum</i>), dried		9.5	24.6	1.0	62.0	2.9	1,655

¹ Refuse, oil.² Refuse, shell.³ Contained on an average cane sugar 2.8 and reducing sugar 71.1 per cent. The reducing sugar was composed of about equal amounts of glucose (dextrose) and fruit sugar (levulose).⁴ Such vegetables as potatoes, squash, beets, etc., have a certain amount of inedible material, skin, seeds, etc. The amount varies with the method of preparing the vegetables, and cannot be accurately estimated. The figures given for refuse of vegetables, fruits, etc., are assumed to represent approximately the amount of refuse in these foods as ordinarily prepared.

AVERAGE COMPOSITION OF AMERICAN FOOD PRODUCTS—Continued.

Food Materials (as purchased).	Refuse.	Water.	Protein.	Fat.	Carbohydrates.	Ash.	Fuel Value per Lb.
	Per Ct.	Per Ct.	Per Ct.	Per Ct.	Per Ct.	Per Ct.	Calories.
Vegetables—(Continued):							
Peas (<i>Pisum sativum</i>), shelled.....		74.6	7.0	0.5	18.9	1.0	463
Cowpeas, dried.....		13.0	21.4	1.4	60.8	3.4	1,590
Potatoes.....	20.0	62.6	1.8	.1	14.7	.8	310
Rhubarb.....	40.0	56.6	.4	.4	2.2	.4	65
Sweet potatoes.....	20.0	55.2	1.4	.6	21.9	.9	640
Spinach.....		92.3	2.1	.3	3.2	2.1	110
Squash.....	50.0	44.2	.7	.2	4.5	.4	105
Tomatoes.....		94.3	.9	.4	3.9	.5	105
Turnips.....	30.0	62.7	.9	.1	5.7	.6	125
Vegetables, canned:							
Peas (<i>Pisum sativum</i>), green.....		85.3	3.6	.2	9.8	1.1	255
Corn, green.....		76.1	2.3	1.2	19.0	.9	453
Tomatoes.....		94.0	1.2	.2	4.0	.6	105
Fruits, berries, etc., fresh:¹							
Apples.....	25.0	63.3	.3	.3	10.8	.3	220
Bananas.....	35.0	48.9	.8	.4	14.3	.6	300
Grapes.....	25.0	58.0	1.0	1.2	14.4	.4	335
Lemons.....	30.0	62.5	.7	.5	5.9	.4	145
Muskmelons.....	50.0	44.8	.3		4.6	.3	90
Oranges.....	27.0	63.4	.6	.1	8.5	.4	170
Pears.....	10.0	76.0	.5	.4	12.7	.4	280
Persimmons, edible portion.....		66.1	.8	.7	31.5	.9	630
Raspberries.....		85.8	1.0		12.6	.6	255
Strawberries.....	5.0	85.9	.9	.6	7.0	.6	175
Watermelons.....	59.4	37.5	.2	.1	2.7	.1	60
Fruits, dried:							
Apples.....		28.1	1.6	2.2	66.1	2.0	1,350
Apricots.....		81.4	.9		17.3	.4	340
Dates.....	10.0	13.8	1.9	2.5	70.6	1.2	1,450
Figs.....		18.8	4.3	.3	74.2	2.4	1,475
Nuts:							
Almonds.....	45.0	2.7	11.5	30.2	9.5	1.1	1,660
Beechnuts.....	40.8	2.3	13.0	34.0	7.8	2.1	1,820
Brasil nuts.....	49.6	2.6	8.6	33.7	3.5	2.0	1,655
Butternuts.....	86.4	.6	3.8	8.3	.6	.4	430
Chestnuts, fresh.....	16.0	37.8	5.2	4.5	35.4	1.1	945
Chestnuts, dried.....	24.0	4.5	8.1	5.3	56.4	1.7	1,425
Cocoanuts.....	² 43.8	7.2	2.9	25.9	14.3	.9	1,413
Cocoanut, prepared.....		3.5	6.3	57.4	31.6	1.3	3,125
Filberts.....	52.1	1.8	7.5	31.3	6.2	1.1	1,575
Hickory nuts.....	62.2	1.4	5.8	25.5	4.3	.8	1,265
Pecans, polished.....	53.2	1.4	5.2	33.3	6.2	.7	1,620
Peanuts.....	24.5	6.9	19.5	29.1	18.5	1.5	1,935
Pistion (<i>Pinus edulis</i>).....	40.6	2.0	8.7	36.8	10.2	1.7	1,905
Walnuts, California, black.....	74.1	.6	7.2	14.6	3.0	.5	805
Walnuts, California, soft-shell.....	58.1	1.0	6.9	26.6	6.8	.6	1,375
Raisins.....	10.0	13.1	2.3	3.0	68.5	3.1	1,455
Miscellaneous:							
Chocolate.....		5.9	12.9	48.7	30.3	2.2	2,860
Cocoa, powdered.....		4.6	21.6	28.9	37.7	7.2	2,320
Cereal coffee, infusion (1 part boiled in 20 parts water) ³		98.2	.2		1.4	.2	30

¹ Fruits contain a certain proportion of inedible materials, as skin, seeds, etc., which are properly classed as refuse. In some fruits, as oranges and prunes, the amount rejected in eating is practically the same as refuse. In others, as apples and pears, more or less of the edible material is ordinarily rejected with the skin and seeds and other inedible portions. The edible material which is thus thrown away, and should properly be classed with the waste, is here classed with the refuse. The figures for refuse here given represent, as nearly as can be ascertained, the quantities ordinarily rejected.

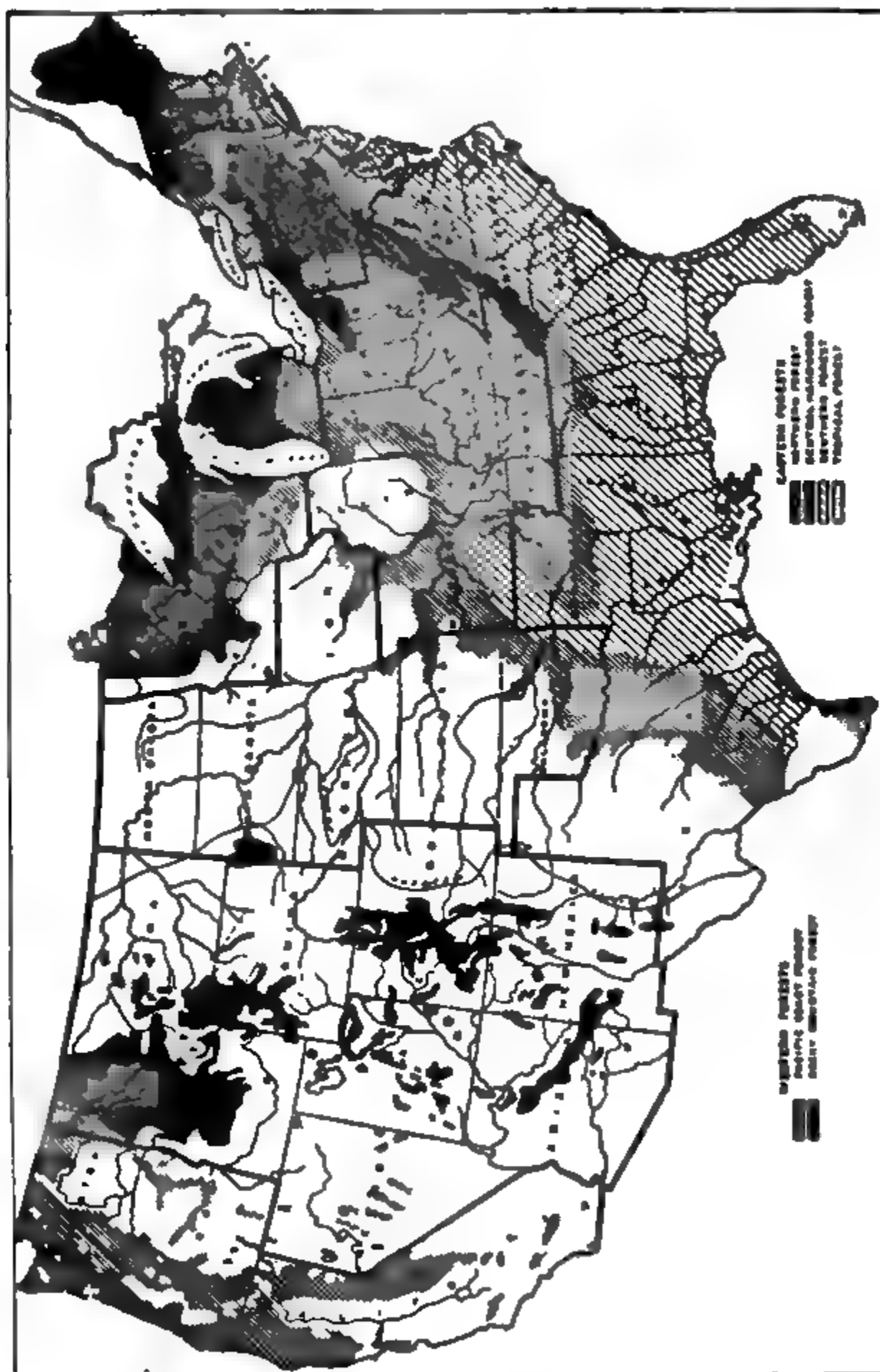
² Milk and shell.

³ The average of five analyses of cereal coffee grain is: Water 6.2, protein 13.3, fat 3.4, carbohydrates 72.6, and ash 4.5 per cent. Only a portion of the nutrients, however, enter into the infusion. The average in the table represents the available nutrients in the beverage. Infusions of genuine coffee and of tea like the above contain practically no nutrients.

PRODUCTS OF THE FISHERIES OF THE UNITED STATES: 1908.

Species.	Pounds.	Dollars.
Alewives.....	89,978,000	589,000
Black bass.....	3,313,000	255,000
Bluefish.....	7,647,000	506,000
Bream or Sunfish.....	4,738,000	120,000
Buffalo fish.....	16,729,000	498,000
Butterfish.....	6,855,000	237,000
Carp, German.....	42,763,000	1,135,000
Catfish.....	17,817,000	785,000
Cod.....	109,453,000	2,903,000
Croaker.....	8,143,000	226,000
Cusk.....	6,344,000	105,000
Drum, fresh-water.....	6,532,000	154,000
Drum, salt-water.....	4,576,000	164,000
Eels.....	3,358,000	203,000
Flounders.....	23,346,000	588,000
Haddock.....	59,987,000	1,308,000
Hake.....	34,340,000	464,000
Halibut.....	34,441,000	1,562,000
Herring.....	125,050,000	796,000
Herring (lake).....	41,118,000	989,000
Mackerel.....	12,103,000	848,000
Menhaden.....	394,776,000	893,000
Mullet.....	33,703,000	908,000
Perch, white.....	2,412,000	137,000
Perch, yellow.....	7,898,000	258,000
Pike and Pickerel.....	2,959,000	174,000
Pike perch.....	15,247,000	580,000
Pollock.....	29,462,000	402,000
Pompano.....	570,000	71,000
Rockfish.....	2,454,000	66,000
Salmon.....	90,417,000	3,347,000
Scup.....	8,414,000	290,000
Sea bass.....	6,352,000	284,000
Shad.....	27,641,000	2,113,000
Smelt.....	4,340,000	174,000
Snapper, red.....	13,498,000	636,000
Spanish mackerel.....	3,806,000	194,000
Squeteague.....	49,869,000	1,776,000
Striped bass.....	3,657,000	314,000
Sturgeon.....	2,072,000	157,000
Suckers.....	8,555,000	215,000
Swordfish.....	2,714,000	198,000
Trout.....	12,024,000	800,000
Whitefish.....	7,722,000	524,000
Lobsters.....	15,279,000	1,931,000
Shrimp.....	14,374,000	390,000
Clams, hard.....	7,805,000	1,317,000
Clams, soft.....	8,654,000	553,000
Oysters.....	233,309,000	15,713,000
Mussel shells.....	81,869,000	392,000
Pearls and slugs.....	.....	300,000
Terrapin.....	268,000	80,000
Turtles.....	1,088,000	40,000
<hr/>		
Sponges.....	622,000	545,000
Alligator hides.....	372,000	61,000
Mink skins.....	22,000	89,000
Muskrat skins.....	149,000	136,000
Otter skins.....	7,600	30,000
Whalebone.....	63,000	215,000
Scallops.....	2,414,000	317,000
Oil, sperm.....	3,391,000	252,000
Oil, whale.....	573,000	30,000
Irish moss.....	772,000	26,000

The total quantity and value of the products of the fisheries of the United States including the items mentioned above and all other fish products was 1,893,454,000 pounds, valued at \$54,031,000. No later figures are available at time of publication. In many cases there was an increase, in other cases a decrease.



FORESTS OF THE UNITED STATES.

ESTIMATED AREA OF EXISTING NATIONAL FORESTS JANUARY 31, 1913.

	Acres.		Acres.
Alaska.....	26,748,850	Nevada.....	5,595,310
Arizona.....	13,339,390	New Mexico.....	10,173,890
Arkansas.....	2,225,890	North Dakota.....	13,920
California.....	26,921,945	Oklahoma.....	61,640
Colorado.....	14,648,890	Oregon.....	16,023,220
Florida.....	674,970	Porto Rico.....	65,950
Idaho.....	19,550,827	South Dakota.....	1,337,750
Kansas.....	303,937	Utah.....	7,735,639
Michigan.....	163,771	Washington.....	11,684,360
Minnesota.....	1,570,850	Wyoming.....	8,633,463
Montana.....	18,977,580		
Nebraska.....	556,700	Total area.....	187,008,796

	Acres.
Area embraced in additions to national forests from June 30, 1911.....	484,204
Area embraced in eliminations from national forests from June 30, 1911.....	4,083,651
Area embraced in existing national forests June 30, 1911.....	190,608,243
Area embraced in existing national forests January 31, 1913...	187,008,796
Area decreased during the period June 30, 1911, to January 31, 1913.....	3,599,447

NATIONAL MONUMENTS.

States and names.	Date created.	Area.	States and names.	Date created.	Area.
Alaska:		Acres.	New Mexico:		Acres.
Sitka.....	Mar. 23, 1910	¹ 57, 00	Chaco Canyon....	Mar. 11, 1907	20, 629. 40
Arizona:			El Morro.....	Dec. 8, 1906	160. 00
Grand Canyon ² ..	Jan. 11, 1908	¹ 806, 400. 00	Gila Cliff Dwell- ings ²	Nov. 16, 1907	160. 00
Montezuma Castle	Dec. 8, 1906	160. 00	Gran Quivira....	Nov. 1, 1909	¹ 180. 00
Navajo.....	Mar. 20, 1909	² 600. 00	Oregon:		
Tonto ²	Dec. 19, 1907	¹ 640. 00	Oregon Caves ² ...	July 12, 1909	¹ 480. 00
Tumacacori.....	Sept. 15, 1908	10. 00	South Dakota:		
Petrified Forest...	July 31, 1911	⁴ 25, 625. 60	Jewel Cave ²	Feb. 7, 1908	¹ 1, 280. 00
California:			Utah:		
Cinder Cone ²	May 6, 1907	¹ 5, 120. 00	Mukuntuweap....	July 31, 1909	¹ 15, 840. 00
Lassen Peak ².....	.....do.....	¹ 1, 280. 00	Natural Bridges..	Sept. 25, 1909	⁴ 2, 740. 00
Muir Woods.....	Jan. 9, 1908	295. 00	Rainbow Bridge..	May 30, 1910	160. 00
Pinnacles.....	Jan. 16, 1908	¹ 2, 080. 00	Washington:		
Devil Postpile ² ...	July 6, 1911	¹ 800. 00	Mount Olympus ²	Mar. 2, 1909	¹ 608, 640. 00
Colorado:			Wyoming:		
Wheeler ²	Dec. 17, 1908	300. 00	Devils Tower.....	Sept. 24, 1906	1, 152. 91
Colorado.....	May 24, 1911	13, 883. 06	Shoshone Cavern..	Sept. 21, 1909	210. 00
Montana:			Total.....		¹ 1, 509, 027. 97
Big Hole.....	June 23, 1910	¹ 5. 00			
Lewis and Clark Cavern.....	May 16, 1911	⁴ 160. 00			

¹ Estimated area.
² Under jurisdiction of Department of Agriculture.
³ Based on 15 known ruins; within Indian reservation.
⁴ According to second proclamation.

In 1909 there were in the United States 40,671 establishments; 784,989 persons engaged in the industry, of which number, 48,825 were proprietors and firm members, 19,840 were salaried officers, superintendents and managers; 18,088 were male, and 3,717 female clerks. The average number of wage earners was 695,019: the number in the maximum month, November, was 739,160, and in the minimum month, January, 649,239. The total number of wage earners on December 15, 1909, or the nearest representative day, was 838,160, of which number, 826,978 were males, and 4,027 females, all being 16 years of age and over:

while 6,886 males, and 269 females, were under 16. The capital invested was \$1,176,-675,407. The total expenses were \$995,-622,839, of which the officials received \$22,448,332, clerks \$17,979,364, wage earners \$318,739,207, fuel and rent of power \$3,-082,287, other materials \$503,035,292, rent of factory or works \$2,623,146, taxes including internal revenue \$9,863,384, contract work \$32,491,242, and other miscellaneous work \$76,360,585. The primary horse-power was 2,840,082. The value of products \$1,156,-128,747. The value added by manufacture, which is the difference between cost of materials and value of products, was \$648,011,168.

The total value of the lumber and timber products of the United States, in 1909, was \$724,705,760. The total quantity of lumber made was 44,509,761 M. feet, board measure, valued at \$684,479,859: Of this amount the softwoods comprised 33,896,959 M. feet, board measure, valued at \$477,345,046. They were subdivided as follows:

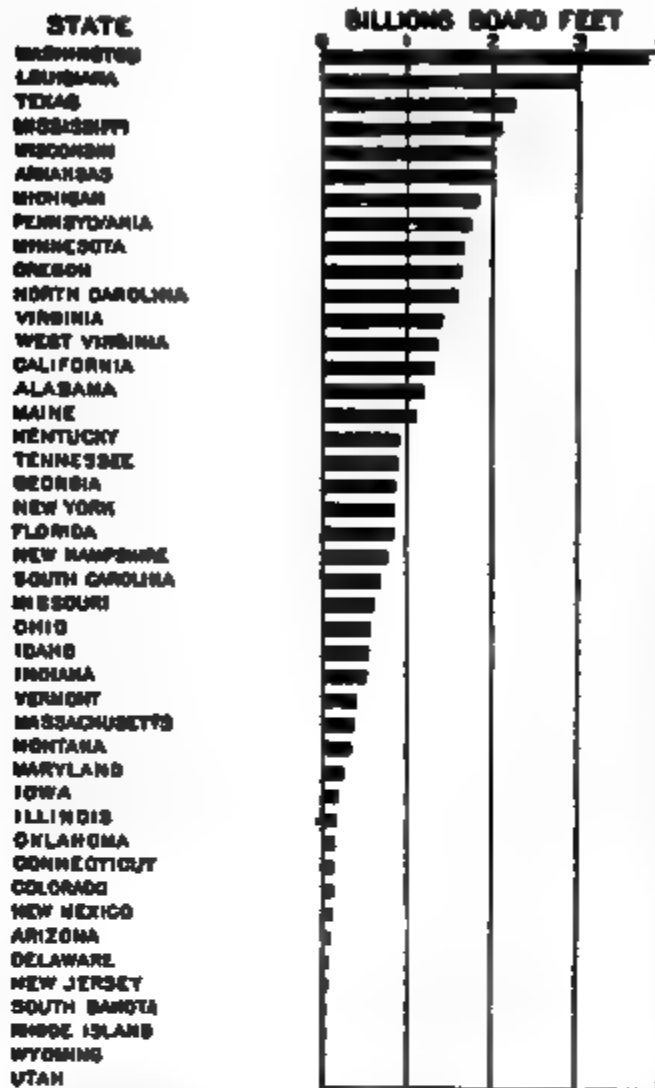
16,277,185	M. ft.	yellow pine, valued at	\$206,505,297
1,499,985	"	western "	23,077,854
3,900,034	"	white "	70,830,131
4,856,378	"	Douglas fir	60,435,793
3,051,399	"	hemlock	42,580,800
1,748,547	"	spruce	29,561,315
955,635	"	cypress	19,549,741
521,630	"	redwood	7,720,124
346,008	"	cedar	6,901,948
740,158	"	all other kinds	10,182,043

Of the total quantity of lumber, the output of hardwoods was 10,612,802 M. feet, board measure, valued at \$207,134,813. They were divided as follows:

4,414,457	M. ft.	oak, valued at.....	\$90,512,069
1,106,604	"	" maple, valued at.....	17,447,814
706,945	"	" red gum, valued at.....	9,334,268
663,891	"	" chestnut, " ".....	10,703,130
452,370	"	" birch, " ".....	7,666,186
399,151	"	" basswood, " ".....	7,781,563
347,456	"	" elm, " ".....	6,088,098
265,600	"	" cottonwood, " ".....	4,794,424
291,209	"	" ash, " ".....	7,116,089
333,929	"	" hickory, " ".....	10,283,776
46,108	"	" walnut, " ".....	1,972,835
56,511	"	" sycamore, " ".....	834,612
1,528,571	"	all other kinds, valued at.....	32,599,949

During the year 1911 there were 12,113,867 thousand shingles produced in the United States. They were cut from the following woods in the following quantities: Cedar 9,592,179 thousand; cypress 1,230,645; yellow pine 650,332; redwood 395,786; white pine 83,679; spruce 12,381; chestnut 40,840; hemlock 26,171; western pine 15,882; and all other woods 65,972 thousands. Washington produced 63.9 per cent. of all the shingles used and Alabama, Arkansas, California, Florida, Georgia, Louisiana, Maine, Michigan, North Carolina, Oregon and Wisconsin produced from one per cent. to three per cent. of the total production.

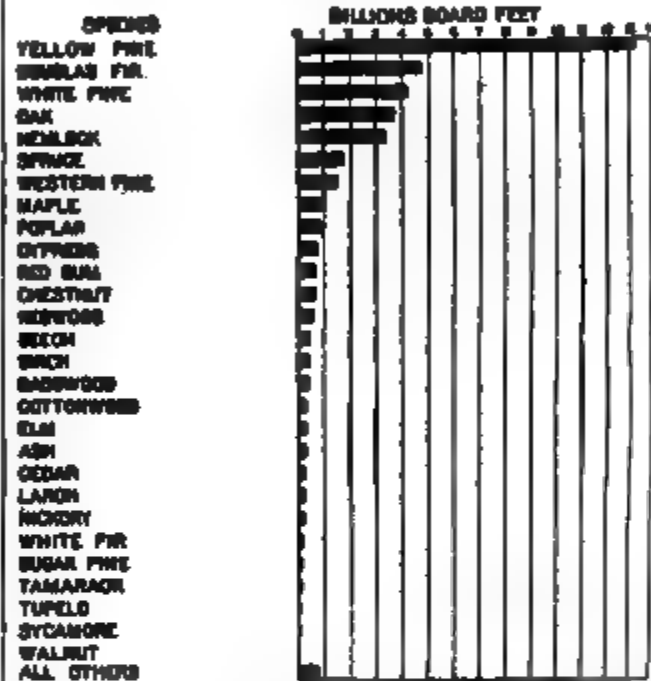
During the year 1911 there were 135,-053,000 ties used by the steam and electric railroads of the United States. Of this number 59,508,000 were oak; 24,265,000 southern pines; 8,015,000 cedar; 7,542,000 chestnut; 11,253,000 Douglas fir; 4,138,000 tamarack; 5,857,000 cypress; 3,686,000 hemlock; 2,696,-000 western yellow pine; 1,820,000 redwood; 1,293,000 gum; and 4,980,000 of all other kinds. During the same period there were 3,418,020 poles purchased for electric wires of all kinds. They were of the following woods: Cedar 2,100,144; chestnut 693,489; oak 199,590; pine 161,690; cypress 72,995; and all other kinds 190,112.



LUMBER CUTS BY STATES, 1907

PRODUCTION OF TURPENTINE AND RESIN: QUANTITY AND VALUE, 1908-1910.

During the year 1910 there were 27,750,000 gallons of turpentine produced, having a total value of \$17,680,000, against 36,589,000 gallons and a value of \$14,112,400 in 1908. The total production of resin in 1910 was 3,404,000 barrels of 280 pounds and was valued at \$18,255,000. For the year 1908 there were 4,288,283 barrels produced having a total value of \$17,783,550.



RELATIVE CUTS FOR 1907.



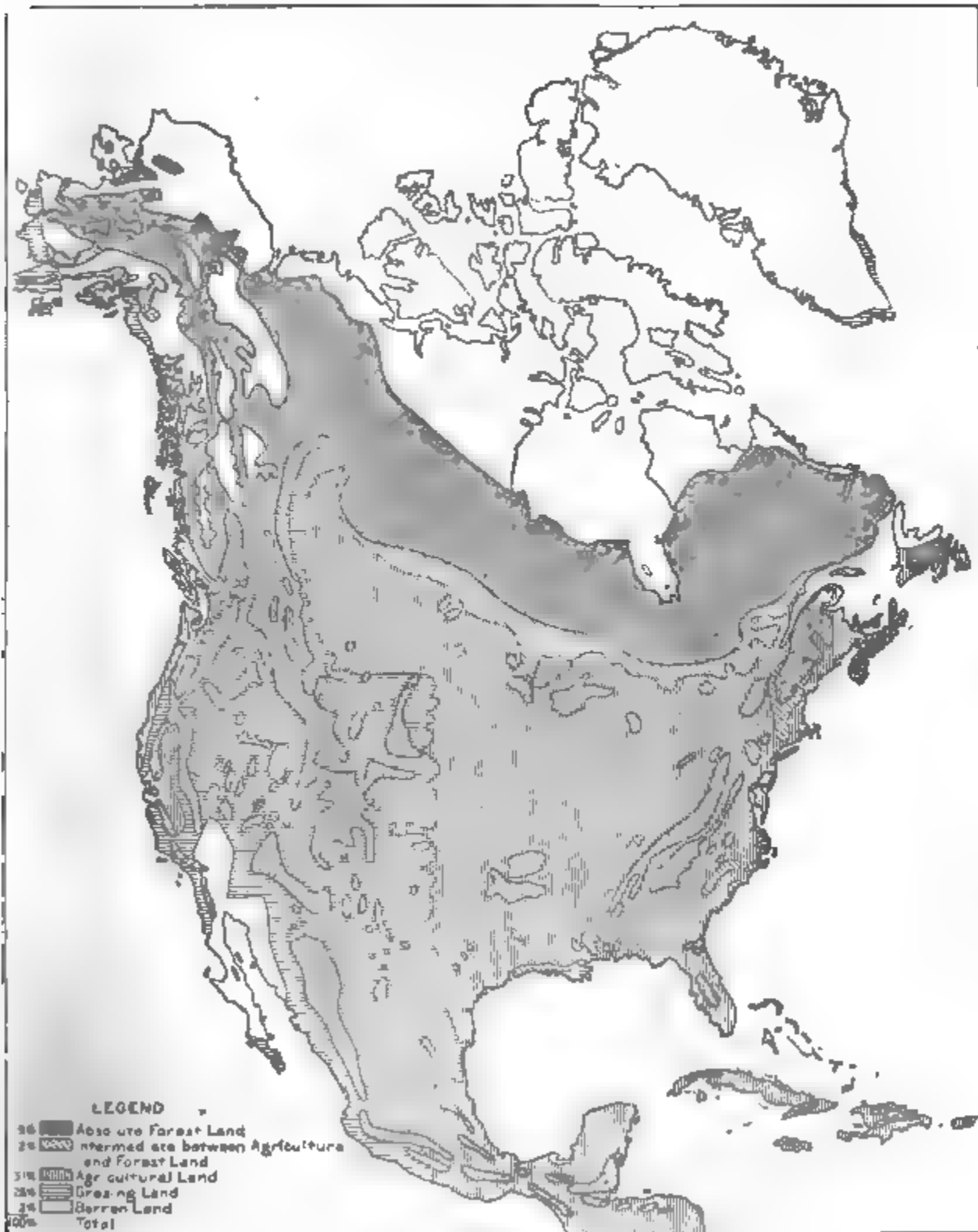
THE COMING OF THE OIL DRIVEN STEAMER WILL CONSERVE BOTH
FORESTS AND COAL FIELDS

PULP WOOD: 1911.

The total consumption of pulp wood in the United States in 1911 amounted to 4,328,052 cords, with 268 active mills. The kinds of wood consumed follows. Spruce, domestic, 1,612,355 cords; spruce, imported, 903,375 cords; hemlock, 816,663 cords; poplar, domestic and imported, 368,224 cords; balsam fir, 191,779 cords; pine, 124,019 cords;

beech, 44,320 cords; slabwood, etc., 280,534 cords; all other, 186,783 cords.

The production of air-dry pulp in 1911 amounted to 2,686,134 tons, exceeding the output in 1910 by 152,158 tons, or 6 per cent. The method of manufacture was distributed as follows: Mechanical, 1,229,719 tons; sulphite, 1,126,496 tons; soda, 317,764 tons; sulphate, 12,155 tons.



PROBABLE FUTURE LAND CLASSIFICATION OF NORTH AMERICA.

Comparison of Log Rules for Board Measure.

SIXTEEN-FOOT LOGS

NAME OF RULE.	DIAMETER IN INCHES.									
	BOARD FEET									
	6	8	10	12	14	16	18	20	22	24
Berthner's	18	32	54	79	114	150	213	280	350	424
Dove	4	16	36	64	100	144	196	256	324	392
Doyle and Scribner	4	16	36	64	100	144	196	256	324	392
Hill and or Maine	20	44	68	105	142	179	232	296	368	440
Humphreys or Vermont	24	49	74	109	144	179	232	296	368	440
Boeger	28	41	69	100	137	182	238	304	376	448
Cumberland River	...	47	88	137	193	251	319	392	470	548
Harris	...	51	90	137	193	251	319	392	470	548
Spaulding	...	50	89	136	192	250	318	391	469	546
Favorite	...	50	89	136	192	250	318	391	469	546
Baxter	...	50	89	136	192	250	318	391	469	546
Doyle and Baxter	...	50	89	136	192	250	318	391	469	546
Square of three-fourths	...	50	89	136	192	250	318	391	469	546
Square of two-thirds	...	50	89	136	192	250	318	391	469	546
Herring	...	50	89	136	192	250	318	391	469	546
Dusenberry	...	50	89	136	192	250	318	391	469	546
Orange River	...	50	89	136	192	250	318	391	469	546
Chapin	...	50	89	136	192	250	318	391	469	546
Northwestern	...	50	89	136	192	250	318	391	469	546
Derby	...	50	89	136	192	250	318	391	469	546
Partridge	...	50	89	136	192	250	318	391	469	546
Parsons	...	50	89	136	192	250	318	391	469	546
Ropp	...	50	89	136	192	250	318	391	469	546
Stillwell	...	50	89	136	192	250	318	391	469	546
Baughman's rotary saw	...	50	89	136	192	250	318	391	469	546
Baughman's band saw	...	50	89	136	192	250	318	391	469	546
Saco River	...	50	89	136	192	250	318	391	469	546
Ballou	...	50	89	136	192	250	318	391	469	546
Wilson	...	50	89	136	192	250	318	391	469	546
Wilcox	...	50	89	136	192	250	318	391	469	546
Warner	...	50	89	136	192	250	318	391	469	546
Boynton	...	50	89	136	192	250	318	391	469	546
Forty-five	...	50	89	136	192	250	318	391	469	546
White	...	50	89	136	192	250	318	391	469	546
Finch and Apgar	...	50	89	136	192	250	318	391	469	546
Constantine	...	50	89	136	192	250	318	391	469	546
Ale	...	50	89	136	192	250	318	391	469	546
Quebec	...	50	89	136	192	250	318	391	469	546
British Columbia	...	50	89	136	192	250	318	391	469	546
New Brunswick	...	50	89	136	192	250	318	391	469	546
International	...	50	89	136	192	250	318	391	469	546
Champlain	...	50	89	136	192	250	318	391	469	546
Clement	...	50	89	136	192	250	318	391	469	546
Clegg	...	50	89	136	192	250	318	391	469	546

a Values for 6, 8, and 10 inches are those used by the Santa Clara Lumber Company, New York.

Comparison of Log Rules for Board Measure

SIXTEEN-FOOT LOGS—Continued.

NAME OF RULE.	DIAMETER IN INCHES.									
	BOARD FEET									
	6	8	10	12	14	16	18	20	22	24
Berthner's	18	32	54	79	114	150	213	280	350	424
Dove	4	16	36	64	100	144	196	256	324	392
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Boeger	28	41	69	100	137	182	238	304	376	448
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Champlain	...	50	89	136	192	250	318	391	469	546
Clement	...	50	89	136	192	250	318	391	469	546
Clegg	...	50	89	136	192	250	318	391	469	546

b Values read off from a scaler's stick

Comparison of Log Rules for Board Measure
SIXTEEN-FOOT LOGS—Continued.

	DIAMETER IN INCHES.					
	48	50	52	54	56	58
	BOARD FEET.					
1	1,906	2,116	2,324	2,530	2,734	2,936
2	1,848					
3						
4						
5						
6						
7	1,092	1,172	1,251	1,329	1,406	1,482
8	1,706	1,920				
9	1,724	1,872	2,020	2,168	2,316	2,464
10	1,806					
11						
12						
13						
14	1,366	1,481				
15						
16						
17	1,865	2,016	2,168	2,319	2,467	2,611
18	1,806					
19						
20						
21						
22	1,795	1,932	2,115	2,285	2,451	2,622
23						
24	1,864	2,041	2,208	2,386	2,560	2,734
25	2,050	2,270	2,440	2,636	2,841	3,046
26						
27						
28						
29						
30						
31						
32						
33						
34						
35						
36	2,426	2,617				
37						
38						
39	1,647	1,791	1,942	2,089	2,233	2,375
40						
41	1,856	2,125	2,300	2,485	2,673	2,870
42	1,866	2,028	2,198	2,371	2,543	2,711
43	1,724	1,884	2,042	2,205	2,375	2,540
44	1,747	1,908	2,069			

Comparison of Log Rules for Board Measure—Continued
SIXTEEN-FOOT LOGS—Continued.

	DIAMETER IN INCHES.			
	40	42	44	46
	BOARD FEET.			
1	1,204	1,343	1,480	1,744
2	1,206	1,444	1,600	
3	1,204	1,343	1,480	
4	1,261	1,401	1,553	1,791
5				
6				
7	759	836	918	1,003
8	1,200	1,333	1,477	1,616
9	1,185	1,312	1,448	1,581
10	1,160	1,286	1,403	1,546
11				
12				
13				
14	946	1,045	1,146	1,253
15	1,057	1,176		
16	1,054	1,170		
17	553			
18	1,206	1,337	1,477	1,721
19	1,160	1,306	1,452	1,646
20				
21				
22				
23	1,232	1,363	1,501	1,646
24				
25	1,284	1,430	1,577	1,732
26	1,426	1,582	1,746	1,900
27				
28				
29				
30	1,120			
31				
32				
33				
34				
35	1,131	1,280	1,410	1,564
36	1,571	1,646	2,008	2,316
37				
38	1,173	1,267		
39	1,129	1,249	1,376	1,506
40				
41	1,246	1,400	1,535	1,700
42	1,287	1,422	1,564	1,711
43	1,193	1,319	1,451	1,589
44	1,200	1,327	1,451	1,601

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44

Contents of 1-inch Boards of Different Lengths and Widths Given in Board Feet and Twelfths.

WIDTH OF BOARD (INCHES).																							
	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
CONTENTS (BOARD FEET).																							
Feet.	1	1 ¹ ₂	1 ¹ ₆	1 ¹ ₉	2	2 ¹ ₃	2 ¹ ₆	2 ¹ ₉	3	3 ¹ ₃	3 ¹ ₆	3 ¹ ₉	4	4 ¹ ₃	4 ¹ ₆	4 ¹ ₉	5	5 ¹ ₃	5 ¹ ₆	5 ¹ ₉	6	6 ¹ ₃	6 ¹ ₆
4	1 ¹ ₃	1 ¹ ₈	2 ¹ ₆	2 ¹ ₁₁	3 ¹ ₆	4 ¹ ₈	5 ¹ ₉	6 ¹ ₃	7 ¹ ₄	8 ¹ ₃	9 ¹ ₂	10 ¹ ₁₀	11 ¹ ₁₁	12 ¹ ₁₃	13 ¹ ₁₄	14 ¹ ₁₅	15 ¹ ₁₆	16 ¹ ₁₇	17 ¹ ₁₈	18 ¹ ₁₉	19 ¹ ₂₀	20 ¹ ₂₁	
5	1 ¹ ₆	2 ¹ ₉	2 ¹ ₁₁	3 ¹ ₉	4 ¹ ₈	5 ¹ ₄	6 ¹ ₆	7 ¹ ₆	8 ¹ ₄	9 ¹ ₂	10 ¹ ₁₁	11 ¹ ₁₃	12 ¹ ₁₅	13 ¹ ₁₇	14 ¹ ₁₉	15 ¹ ₂₁	16 ¹ ₂₃	17 ¹ ₂₅	18 ¹ ₂₇	19 ¹ ₂₉	20 ¹ ₃₁	21 ¹ ₃₃	22 ¹ ₃₅
6	1 ¹ ₉	2 ¹ ₁₁	3 ¹ ₉	4 ¹ ₈	5 ¹ ₄	6 ¹ ₆	7 ¹ ₆	8 ¹ ₄	9 ¹ ₂	10 ¹ ₁₁	11 ¹ ₁₃	12 ¹ ₁₅	13 ¹ ₁₇	14 ¹ ₁₉	15 ¹ ₂₁	16 ¹ ₂₃	17 ¹ ₂₅	18 ¹ ₂₇	19 ¹ ₂₉	20 ¹ ₃₁	21 ¹ ₃₃	22 ¹ ₃₅	23 ¹ ₃₇
7	2	2 ¹ ₃	3 ¹ ₉	4 ¹ ₈	5 ¹ ₄	6 ¹ ₆	7 ¹ ₆	8 ¹ ₄	9 ¹ ₂	10 ¹ ₁₁	11 ¹ ₁₃	12 ¹ ₁₅	13 ¹ ₁₇	14 ¹ ₁₉	15 ¹ ₂₁	16 ¹ ₂₃	17 ¹ ₂₅	18 ¹ ₂₇	19 ¹ ₂₉	20 ¹ ₃₁	21 ¹ ₃₃	22 ¹ ₃₅	23 ¹ ₃₇
8	2 ¹ ₃	3 ¹ ₉	3 ¹ ₁₁	4 ¹ ₈	5 ¹ ₄	6 ¹ ₆	7 ¹ ₆	8 ¹ ₄	9 ¹ ₂	10 ¹ ₁₁	11 ¹ ₁₃	12 ¹ ₁₅	13 ¹ ₁₇	14 ¹ ₁₉	15 ¹ ₂₁	16 ¹ ₂₃	17 ¹ ₂₅	18 ¹ ₂₇	19 ¹ ₂₉	20 ¹ ₃₁	21 ¹ ₃₃	22 ¹ ₃₅	23 ¹ ₃₇
9	2 ¹ ₆	3 ¹ ₉	3 ¹ ₁₁	4 ¹ ₈	5 ¹ ₄	6 ¹ ₆	7 ¹ ₆	8 ¹ ₄	9 ¹ ₂	10 ¹ ₁₁	11 ¹ ₁₃	12 ¹ ₁₅	13 ¹ ₁₇	14 ¹ ₁₉	15 ¹ ₂₁	16 ¹ ₂₃	17 ¹ ₂₅	18 ¹ ₂₇	19 ¹ ₂₉	20 ¹ ₃₁	21 ¹ ₃₃	22 ¹ ₃₅	23 ¹ ₃₇
10	2 ¹ ₉	3 ¹ ₉	4 ¹ ₈	5 ¹ ₄	6 ¹ ₆	7 ¹ ₆	8 ¹ ₄	9 ¹ ₂	10 ¹ ₁₁	11 ¹ ₁₃	12 ¹ ₁₅	13 ¹ ₁₇	14 ¹ ₁₉	15 ¹ ₂₁	16 ¹ ₂₃	17 ¹ ₂₅	18 ¹ ₂₇	19 ¹ ₂₉	20 ¹ ₃₁	21 ¹ ₃₃	22 ¹ ₃₅	23 ¹ ₃₇	24 ¹ ₃₉
11	3	4 ¹ ₃	4 ¹ ₅	5 ¹ ₄	6 ¹ ₆	7 ¹ ₆	8 ¹ ₄	9 ¹ ₂	10 ¹ ₁₁	11 ¹ ₁₃	12 ¹ ₁₅	13 ¹ ₁₇	14 ¹ ₁₉	15 ¹ ₂₁	16 ¹ ₂₃	17 ¹ ₂₅	18 ¹ ₂₇	19 ¹ ₂₉	20 ¹ ₃₁	21 ¹ ₃₃	22 ¹ ₃₅	23 ¹ ₃₇	24 ¹ ₃₉
12	3 ¹ ₃	4 ¹ ₃	5 ¹ ₄	6 ¹ ₆	7 ¹ ₆	8 ¹ ₄	9 ¹ ₂	10 ¹ ₁₁	11 ¹ ₁₃	12 ¹ ₁₅	13 ¹ ₁₇	14 ¹ ₁₉	15 ¹ ₂₁	16 ¹ ₂₃	17 ¹ ₂₅	18 ¹ ₂₇	19 ¹ ₂₉	20 ¹ ₃₁	21 ¹ ₃₃	22 ¹ ₃₅	23 ¹ ₃₇	24 ¹ ₃₉	25 ¹ ₄₁
13	3 ¹ ₆	4 ¹ ₃	5 ¹ ₄	6 ¹ ₆	7 ¹ ₆	8 ¹ ₄	9 ¹ ₂	10 ¹ ₁₁	11 ¹ ₁₃	12 ¹ ₁₅	13 ¹ ₁₇	14 ¹ ₁₉	15 ¹ ₂₁	16 ¹ ₂₃	17 ¹ ₂₅	18 ¹ ₂₇	19 ¹ ₂₉	20 ¹ ₃₁	21 ¹ ₃₃	22 ¹ ₃₅	23 ¹ ₃₇	24 ¹ ₃₉	25 ¹ ₄₁
14	3 ¹ ₉	4 ¹ ₃	5 ¹ ₄	6 ¹ ₆	7 ¹ ₆	8 ¹ ₄	9 ¹ ₂	10 ¹ ₁₁	11 ¹ ₁₃	12 ¹ ₁₅	13 ¹ ₁₇	14 ¹ ₁₉	15 ¹ ₂₁	16 ¹ ₂₃	17 ¹ ₂₅	18 ¹ ₂₇	19 ¹ ₂₉	20 ¹ ₃₁	21 ¹ ₃₃	22 ¹ ₃₅	23 ¹ ₃₇	24 ¹ ₃₉	25 ¹ ₄₁
15	4	4 ¹ ₅	5 ¹ ₄	6 ¹ ₆	7 ¹ ₆	8 ¹ ₄	9 ¹ ₂	10 ¹ ₁₁	11 ¹ ₁₃	12 ¹ ₁₅	13 ¹ ₁₇	14 ¹ ₁₉	15 ¹ ₂₁	16 ¹ ₂₃	17 ¹ ₂₅	18 ¹ ₂₇	19 ¹ ₂₉	20 ¹ ₃₁	21 ¹ ₃₃	22 ¹ ₃₅	23 ¹ ₃₇	24 ¹ ₃₉	25 ¹ ₄₁
16	4 ¹ ₃	5 ¹ ₄	6 ¹ ₆	7 ¹ ₆	8 ¹ ₄	9 ¹ ₂	10 ¹ ₁₁	11 ¹ ₁₃	12 ¹ ₁₅	13 ¹ ₁₇	14 ¹ ₁₉	15 ¹ ₂₁	16 ¹ ₂₃	17 ¹ ₂₅	18 ¹ ₂₇	19 ¹ ₂₉	20 ¹ ₃₁	21 ¹ ₃₃	22 ¹ ₃₅	23 ¹ ₃₇	24 ¹ ₃₉	25 ¹ ₄₁	26 ¹ ₄₃
18	4 ¹ ₆	5 ¹ ₄	6 ¹ ₆	7 ¹ ₆	8 ¹ ₄	9 ¹ ₂	10 ¹ ₁₁	11 ¹ ₁₃	12 ¹ ₁₅	13 ¹ ₁₇	14 ¹ ₁₉	15 ¹ ₂₁	16 ¹ ₂₃	17 ¹ ₂₅	18 ¹ ₂₇	19 ¹ ₂₉	20 ¹ ₃₁	21 ¹ ₃₃	22 ¹ ₃₅	23 ¹ ₃₇	24 ¹ ₃₉	25 ¹ ₄₁	26 ¹ ₄₃
20	5	5 ¹ ₆	6 ¹ ₆	7 ¹ ₆	8 ¹ ₄	9 ¹ ₂	10 ¹ ₁₁	11 ¹ ₁₃	12 ¹ ₁₅	13 ¹ ₁₇	14 ¹ ₁₉	15 ¹ ₂₁	16 ¹ ₂₃	17 ¹ ₂₅	18 ¹ ₂₇	19 ¹ ₂₉	20 ¹ ₃₁	21 ¹ ₃₃	22 ¹ ₃₅	23 ¹ ₃₇	24 ¹ ₃₉	25 ¹ ₄₁	26 ¹ ₄₃
22	5 ¹ ₆	6 ¹ ₆	7 ¹ ₆	8 ¹ ₄	9 ¹ ₂	10 ¹ ₁₁	11 ¹ ₁₃	12 ¹ ₁₅	13 ¹ ₁₇	14 ¹ ₁₉	15 ¹ ₂₁	16 ¹ ₂₃	17 ¹ ₂₅	18 ¹ ₂₇	19 ¹ ₂₉	20 ¹ ₃₁	21 ¹ ₃₃	22 ¹ ₃₅	23 ¹ ₃₇	24 ¹ ₃₉	25 ¹ ₄₁	26 ¹ ₄₃	27 ¹ ₄₅
24	6	6 ¹ ₈	7 ¹ ₆	8 ¹ ₄	9 ¹ ₂	10 ¹ ₁₁	11 ¹ ₁₃	12 ¹ ₁₅	13 ¹ ₁₇	14 ¹ ₁₉	15 ¹ ₂₁	16 ¹ ₂₃	17 ¹ ₂₅	18 ¹ ₂₇	19 ¹ ₂₉	20 ¹ ₃₁	21 ¹ ₃₃	22 ¹ ₃₅	23 ¹ ₃₇	24 ¹ ₃₉	25 ¹ ₄₁	26 ¹ ₄₃	27 ¹ ₄₅
26	6 ¹ ₈	7 ¹ ₆	8 ¹ ₄	9 ¹ ₂	10 ¹ ₁₁	11 ¹ ₁₃	12 ¹ ₁₅	13 ¹ ₁₇	14 ¹ ₁₉	15 ¹ ₂₁	16 ¹ ₂₃	17 ¹ ₂₅	18 ¹ ₂₇	19 ¹ ₂₉	20 ¹ ₃₁	21 ¹ ₃₃	22 ¹ ₃₅	23 ¹ ₃₇	24 ¹ ₃₉	25 ¹ ₄₁	26 ¹ ₄₃	27 ¹ ₄₅	28 ¹ ₄₇
28	7	7 ¹ ₈	8 ¹ ₄	9 ¹ ₂	10 ¹ ₁₁	11 ¹ ₁₃	12 ¹ ₁₅	13 ¹ ₁₇	14 ¹ ₁₉	15 ¹ ₂₁	16 ¹ ₂₃	17 ¹ ₂₅	18 ¹ ₂₇	19 ¹ ₂₉	20 ¹ ₃₁	21 ¹ ₃₃	22 ¹ ₃₅	23 ¹ ₃₇	24 ¹ ₃₉	25 ¹ ₄₁	26 ¹ ₄₃	27 ¹ ₄₅	28 ¹ ₄₇
30	7 ¹ ₈	8 ¹ ₄	9 ¹ ₂	10 ¹ ₁₁	11 ¹ ₁₃	12 ¹ ₁₅	13 ¹ ₁₇	14 ¹ ₁₉	15 ¹ ₂₁	16 ¹ ₂₃	17 ¹ ₂₅	18 ¹ ₂₇	19 ¹ ₂₉	20 ¹ ₃₁	21 ¹ ₃₃	22 ¹ ₃₅	23 ¹ ₃₇	24 ¹ ₃₉	25 ¹ ₄₁	26 ¹ ₄₃	27 ¹ ₄₅	28 ¹ ₄₇	29 ¹ ₄₉
32	8	10 ¹ ₁₀	10 ¹ ₁₂	11 ¹ ₁₃	12 ¹ ₁₅	13 ¹ ₁₇	14 ¹ ₁₉	15 ¹ ₂₁	16 ¹ ₂₃	17 ¹ ₂₅	18 ¹ ₂₇	19 ¹ ₂₉	20 ¹ ₃₁	21 ¹ ₃₃	22 ¹ ₃₅	23 ¹ ₃₇	24 ¹ ₃₉	25 ¹ ₄₁	26 ¹ ₄₃	27 ¹ ₄₅	28 ¹ ₄₇	29 ¹ ₄₉	30 ¹ ₅₁

NATIONAL CONSERVATION ASSOCIATION.

The National Conservation Association, with headquarters in the Colorado Building, Washington, D. C., is the organized head of the conservation movement in the United States. The association came into existence because of an urgent need for an organization open to every man and woman who stood for conservation, and which would give them an immediate opportunity for united and effective work.

The first step was taken on July 29, 1909. A group of men who had led in the fight for

conservation met and organized the National Conservation Association. Dr. Charles W. Eliot, president emeritus of Harvard University, was made president. Soon afterward Dr. Eliot was made honorary president of the Association, and Mr. Gifford Pinchot became president.

In reply to a request for a statement as to the objects of the Association the following is made:

"The National Conservation Association is fighting for the prompt and orderly develop-

ment of our natural resources, for the welfare of ourselves and our children, and for the rights of the plain people. The Association is bound neither by political considerations nor official connections. It is free to speak the whole truth.

"That conservation means the use of our natural resources for the benefit of us all and not merely for the profit of a few is already household knowledge. The task which the National Conservation Association has set itself is to get this principle put into practical effect."

CHAPTER III.

MINES AND QUARRIES.



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CLAY PRODUCTS OF THE UNITED STATES, 1907.

A pyramid of burned clay would be 4,294 feet high and represents a value of \$158,942,369.

SUBDIVISIONS OF GEOLOGIC TIME AND STRATA.

(Prepared Expressly for the American Almanac by Professor Willard C. Hayes, of the United States Geological Survey.)

The rocks forming the earth's crust are divided into three classes: (a) Sedimentary, including all rocks formed by aqueous, organic, glacial and eolian agencies; (b) Igneous, including all rocks that have been solidified from a molten condition, both volcanic and plutonic; (c) Metamorphic, including altered rocks of either sedimentary or igneous origin, in which the acquired are more prominent than the original characteristics, together with the ancient crystalline schists of uncertain origin.

The sedimentary rocks are subdivided into formations, which are groups of strata of similar composition or containing the same fossils. The formations are grouped into larger aggregates called systems, which correspond to divisions of the time scale called periods. The systems and their corresponding periods are of world-wide occurrence, and standard terms are employed throughout the world. Formations, however, are local, and cannot generally be identified in more than a single geologic province. The following standard column is applicable only to the United States. It represents the most recent usage as adopted by the United States Geological Survey.

Subdivisions of Geologic Time.		Subdivisions of Rock Strata.	
Eras.	Systems.	Series.	Groups and Formations.
			South Atlantic and Gulf Coastal Plain.
Age of man.....	Quaternary	Recent Pleistocene ..	Columbia loam and gravel.
Cenozoic		Pliocene	{ Lafayette gravel. Shell Creek limestone. Caloosahatchee limestone.
		Miocene	Chesapeake sands.
Age of mammals.....	Tertiary	Oligocene	{ Oak Grove beds. Chipola group. Chattahoochee beds. Vicksburg limestone.
		Eocene	{ Jackson clays. Claiborne limestone. Hatchetigbee clays. Midway limestone.
			Texas Great Plains Region.
	Cretaceous.....	Upper Cretaceous.....	{ Montana sandstone. Colorado shales. Dakota sandstone.
		Comanche	{ Washita group. Fredericksburg group. Trinity sands.
			North Atlantic Coastal Plain.
Mesozoic	Jurassic.....	Lower Potomac	{ Arundel sands. Patuxent clays.
Age of reptiles.....			
		Triassic	{ Brunswick sandstone. Lackawanna shale. Stockton sandstone and shale.
			New York-Pennsylvania Region.
	Carboniferous	Permian	Dunkard sandstone.
Age of acrozoens.....		Pennsylvanian	{ Monongehela sandstone and shale. Conemaugh sandstone and shale. Allegheny sandstone and shale. Pottsville conglomerate.
		Mississippian	{ Manch Chunk shale. Pocono sandstone.
	Devonian	Neodevonian	{ Chemung sandstone. Portage sandstone.
Age of fishes.....		Mesodevonian	{ Hamilton shale. Marcellus limestone.
		Eodevonian	{ Corniferous limestone. Schoharie grits. Oreokony sandstone.
	Silurian	Ontarian.....	{ Lower Helderberg limestone. Salina sandstone. Niagara limestone. Clinton sandstone. Medina sandstone.
Paleozoic		Champlanian	{ Hudson slate. Utica shale. Trenton limestone. Chozy limestone. Calcareous limestone.
Age of invertebrates...	Cambrian	Potsdamian	Potsdam sandstone.
		Acadian	Acadia limestone.
		Georgian	Georgia slate.
			Lake Superior Region.
	Algonkian	Keweenaw.....	Keweenaw slate.
		Upper Huronian ..	{ Hanbury slatb. Vulcan slate.
		Lower Huronian	{ Negaunee formation. Randville dolomite. Sturgeon quartzite.
Azoic	Archeon	Laurentian	

MINERAL PRODUCTS OF THE UNITED STATES.

Product.	1910.	
	Quantity.	Value.
METALS.		
Pig iron (spot value).....long tons..	27,303,567	\$425,115,236
Silver, commercial value.....troy ounces..	57,137,900	30,854,500
Gold, coining value.....do.....	4,657,018	96,269,100
Copper, value at New York City.....pounds..	1,080,159,509	137,180,257
Lead, value at New York City.....short tons..	372,227	32,755,976
Zinc, value at St. Louis.....do.....	252,479	27,267,732
Quicksilver, value at San Francisco.....flasks..	20,601	968,153
Aluminum.....pounds..	47,734,000	8,955,700
Antimonial lead.....short tons..	14,069	1,338,090
Tin.....pounds..	.....	23,447
Platinum, value at New York City.....troy ounces..	773	25,277
Total value of metals.....	.....	760,743,467
NONMETALS (SPOT VALUE).		
Bituminous coal.....short tons..	417,111,142	469,281,719
Pennsylvania anthracite.....long tons..	75,433,246	160,275,302
Natural gas.....	.....	70,756,158
Petroleum.....barrels..	209,556,048	127,896,328
Peat.....	.....	140,209
Clay products.....	.....	170,115,974
Cement.....barrels..	77,785,141	68,752,092
Lime.....short tons..	3,481,780	13,894,962
Sand (molding, building, etc.) and gravel.....do.....	66,949,347	19,520,919
Sand-lime brick.....	.....	1,169,153
Slate.....	.....	6,236,759
Stone.....	.....	76,520,584
Corundum and emery.....short tons..	1,028	15,077
Garnet for abrasive purposes.....do.....	3,814	113,574
Grindstones.....	.....	796,294
Infusorial earth and tripoli.....short tons..	.....	130,006
Millstones.....	.....	28,217
Oilstones, etc.....	.....	228,694
Pumice.....short tons..	23,271	94,943
Arsenious oxide.....pounds..	2,994,000	52,305
Borax (crude).....short tons..	42,357	1,201,842
Bromine.....pounds..	245,437	41,684
Fluorspar.....short tons..	69,427	430,196
Gypsum.....do.....	2,379,057	6,523,029
Lithium minerals.....do.....	.....	(a)
Phosphate rock.....long tons..	2,654,988	10,917,000
Pyrite.....do.....	238,154	958,608
Sulphur.....do.....	255,534	4,605,112
Salt.....barrels..	30,305,656	7,900,344
Barytes (crude).....short tons..	42,975	121,746
Mineral paints.....do.....	85,685	2,174,735
Zinc oxide.....do.....	59,333	5,325,636
Asbestos.....do.....	2,693	68,357
Asphalt.....do.....	260,080	3,080,067
Bauxite.....long tons..	148,932	716,258
Chromic iron ore.....do.....	205	2,729
Feldspar.....short tons..	81,102	502,452
Fuller's earth.....do.....	32,822	293,709
Gems and precious stones.....	.....	295,797
Glass sand.....short tons..	1,461,089	1,516,711
Graphite (crystalline).....pounds..	5,590,592	295,733
Graphite (amorphous).....short tons..	35,945	81,443
Magnesite.....do.....	12,443	74,658
Manganese ore.....long tons..	2,258	22,892
Manganiferous ore.....do.....	61,101	186,765
Mica (sheet).....pounds..	2,476,190	283,832
Mica (scrap).....short tons..	4,065	53,265
Mineral waters.....gallons sold..	62,030,125	6,357,590
Quartz.....short tons..	63,577	193,757
Talc and soapstone.....do.....	79,006	864,213
Talc, fibrous.....do.....	71,710	728,180
Thorium minerals (monazite) and zircon.....pounds..	99,301	12,006
Titanium ore (rutile).....do.....	566	44,480
Tungsten ore.....short tons..	1,821	807,307
Uranium and vanadium minerals.....do.....	.....	(a)
Total value of nonmetals.....	.....	1 242,701,402
Total value of metals.....	.....	760,743,467
Estimated value of mineral products unspecified.....	.....	300,000
Grand total.....	.....	2,003,744,869

a Included under unspecified.

VALUE OF IMPORTS FOR CONSUMPTION AND OF EXPORTS OF
MINERAL PRODUCTS IN THE CALENDAR YEAR 1911.

The imports of mineral products into the United States may be divided into metals and non-metals, the imports of the former amounting in 1911 to \$105,633,839, and of the latter to \$124,146,745, a total of \$229,780,584 worth of mineral products in 1911. The following table showing the year were as follows:

\$56,633, antimony (native and refined)	\$1,000,000
\$531,011, antimony (native and refined)	\$1,000,000
\$164,301, bismuth, native	\$1,000,000
\$3,870, chrome iron ore	\$1,000,000
salts, \$3,508, cobalt (native, ore, and refined)	\$1,000,000
\$48,104, copper, in ore, matte, ingots, bars, manufactures, etc.	\$1,000,000
\$28,445,830, iron ore	\$1,000,000
\$5,402,636, lead, in ore, beam bullion, pigs, sheets, manufactures, etc.	\$1,000,000
\$631,654, manganese ore	\$1,000,000
\$1,186,791, nickel, in ore, matte, oxide, etc.	\$1,000,000
\$4,050,030, platinum	\$1,000,000
\$4,866,307, quicksilver	\$1,000,000
\$251,386, tin	\$1,000,000
\$43,346,364 tungsten ore	\$1,000,000
\$85,867, type metal	\$1,000,000
\$310,658, uranium salts and oxide	\$1,000,000
\$14,106, zinc, in ore, sheets, dust, manufactures, etc.	\$1,000,000
\$408,273, iridium, osmium, palladium, and rhodium	\$1,000,000

The imports of non-metals for the same period may be divided in similar fashion into Asbestia, \$996,794, asbestos, \$410,193, arsenic sulphides, etc., \$247,323 asbestos, \$1,703,839, asphalt, \$789,236 barytes, \$68,726 barium compounds, \$308,213 borax, \$23,628, burrstones and millstones, \$36,020, cement, hydraulic, \$342,722, clay, \$235,254, clay products, brick and tile, etc., \$186,133, pottery, etc., \$10,638,616, coal, anthracite, \$12,550 and bituminous, \$3,604,797; coal-tar products, \$8,235,891, cobalt, \$48,104, coke, \$254,435, corundum and emery, \$336,844, cryolite, \$47,093, ferulic acids, crude (guano, kalmia, manure salts, phosphates, etc.), \$10,347,588, potassium chloride, \$7,851,993, potassium sulphate, \$2,240,631 and sodium nitrate \$16,814,208, flint and flint pebbles, \$236,188, fluorapatite, \$80,562, fuller's earth, \$143,504, gems and precious stones, \$40,820,436, granite, \$146,406, graphite, \$1,408,720;

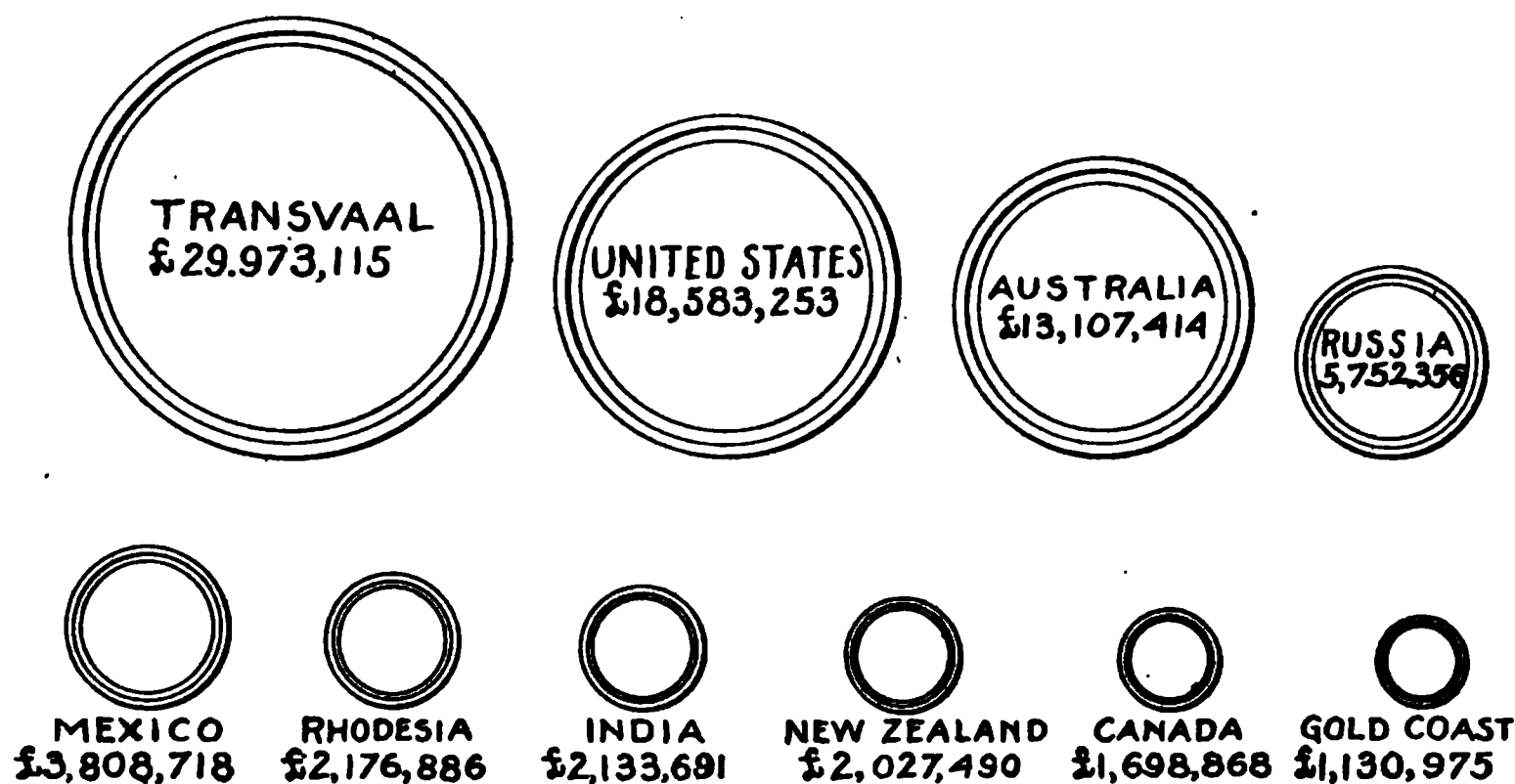
grindstone, \$133.737; gypsum, \$450.806; bones, calcstone, whetstone, \$54.379, infusorial earth and rotten stone, \$35.865; kaolin or china clay \$1,461,068, lead paint-litharge, orange mineral, red lead, white lead, \$118,308, lime, \$55,255, magnesite and magnesia, \$1,224,987 marble and stone, \$1,400,930, mica, \$502,163, mineral waters, \$1,037,485, monazite and thorium oxide, \$60,542; ocher, \$110,932; peat, \$30,372, petroleum, \$2,410,884; osokerite and paraffin, \$792,818; pumice, \$118,977, pyrite, \$2,788,803; shale, \$375,030 sand and gravel, \$147,268, meuna and amber, \$50,334, slate, \$8,367; sulphur, \$552,830, talc, \$88,080, thorium nitrate, \$238,541, venetian red, \$30,160, zinc oxide, \$367,460

The exports of mineral products from the United States again may be divided into metals and non-metals, the exports of the former amounting to \$123,322,446 and of the latter to \$190,807,641, or a total of \$314,130,087 worth of mineral products exported from the United States during the year 1911. The exports of metals for the year were as follows: Aluminum and manufactures, etc., \$1,158,603; copper in ore, matte, ingots, bare manufactures, etc., \$105,679,926; iron ore, \$2,653,448; pig iron (including scrap) \$2,916,601; lead, in ore, bare bullion, pigs, sheets, manufactures, etc., \$540,419; nickel, in ore, matte, oxide, etc., \$5,283,777; quicksilver, \$12,995; zinc, in ore, pigs, sheets, dust, manufactures, \$1,935,677. The exports of non-metallic products were as follows: Asphalt, \$808,930; cement, hydraulic, \$4,632,715; clay products, brick and tile, etc., \$2,204,284; pottery, etc., \$1,401,266; coal, anthracite, \$18,093,285; bituminous, \$34,499,989; coke, \$3,215,900; fertilizers, phosphates, crude, \$0,235,388; lime, \$153,712; marble and stone, \$1,810,182; petroleum, \$108,922,848; paraffin and paraffin wax, \$7,047,356; salt, \$335,256; sulphur, \$545,420; zinc oxide, \$1,061,311.

CALENDAR OF EVENTS AND DISCOVERIES RELATIVE TO THE PRECIOUS METALS.

1680-1640.	Pillage of Peru.	1866.	Invention of dynamite.
1647-1648.	Discovery of Guanajuato silver mines in Mexico.	1866.	Opening of the "banket" reef of the Rand South Africa.
1677.	Discovery of gold in Brazil.	1869.	Development of Maske's method of bessemerizing copper matte and the successful refining of this impure copper by electricity.
1670.	Discovery of placers of Carazus.	1890.	Introduction of the cyanide process in the Rand South Africa.
1680.	Discovery of placers of Minner-Gerach.	1897.	Discovery of placers in the Yukon.
1704-1728.	Silver mines opened in Russia.		
1743.	Discovery of gold in the Ural.		
1848.	Discovery of Placers in California.		
1848.	Introduction of Plattner's chlorination process at Reichenstein in Bohemia.		
1851.	Discovery of placers in Australia.		
1856.	Introduction of hydraulic mining in California.		
1863.	Maximum annual production of gold in California, amounting to \$65,000,000 for the year.		
1896.	Introduction of chlorination process at Grass Valley, California.		

The price per unit of the production (gold excepted, which is fixed by law) is based upon the average for the year 1910 of daily New York prices for the metals, as follows: Gold per fine ounce, \$20 6718348255323; silver per fine ounce, \$0.54, copper per pound, \$0.127, lead per pound, \$0.044, and zinc per pound, \$0.064.



A YEAR'S PRODUCTION OF GOLD

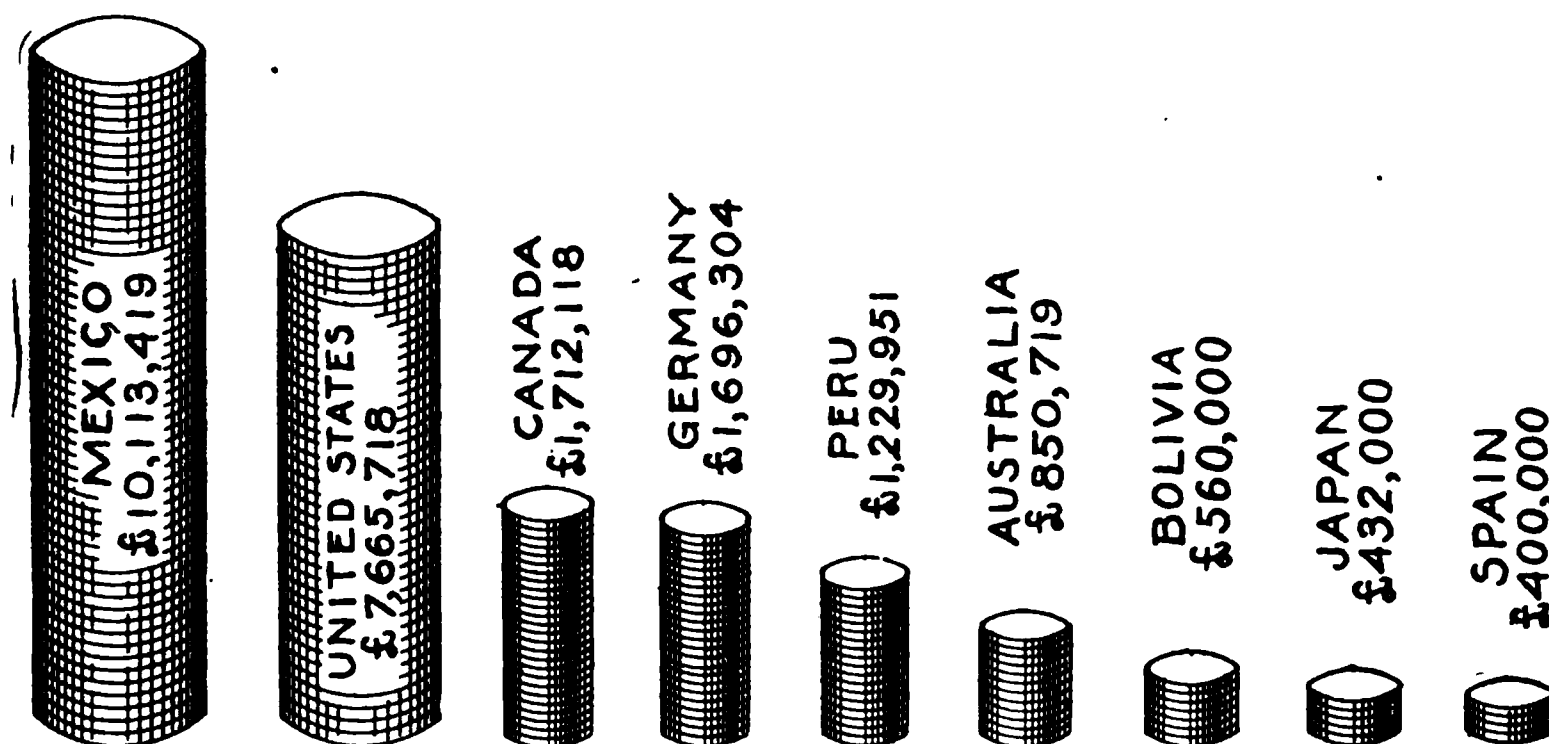
(in pounds sterling)

GOLD AND SILVER.

During the year 1880 there were 1,741,500 fine ounces of gold produced with a value of \$36,000,000 and 30,318,700 fine ounces of silver, having a value of \$34,717,000. In 1890 the 1,588,877 ounces of gold were valued at \$32,845,000 and the 54,516,300 fine ounces of silver \$57,242,000. For the year 1900 the 3,829,897 ounces of fine gold produced had a value of \$79,171,000 and the 57,647,000 ounces of silver a value of \$35,741,000. During the year 1911 there were 4,687,053 fine ounces of gold produced with a total value of \$96,890,000 and 60,399,400 fine ounces of silver with a value of \$32,615,700.

PLATINUM.

In 1911 the production of crude platinum was 628 troy ounces, valued at \$18,137 as compared with 390 troy ounces in 1910 valued at \$9,507. This entire output was recovered from placer mines in California and Oregon. The total quantity of refined platinum produced in domestic refineries in 1911 was about 29,140 fine ounces, of which only about 940 ounces, valued at \$40,890, were derived from domestic sources of various kinds. The total imports for the year amounted to \$4,866,207. The total world's production of platinum in 1911 amounted to 314,323 troy ounces.



A YEAR'S PRODUCTION OF SILVER

(in pounds sterling)

LEAD.

The production of lead in 1911 was 406,148 short tons, valued at \$36,553,320, as compared with 372,227 tons valued at \$32,755,976 in 1910. The imports of lead were valued at \$631,654 in 1911 against \$755,092 in 1910. The exports were valued at 680,419 in 1911 against \$614,158 in 1910. The imports of type metal were valued at \$310,658 as against \$485,493 in 1910. The United States ranks first in the production of lead with a production of 406,148 short tons; Spain ranks second with 189,155 tons; Germany third with 177,801 tons; Mexico fourth with 132,276 tons and Australia fifth with 109,789 tons.

QUICKSILVER.

The production of quicksilver in 1912 amounted to 25,064 flasks of 75 pounds each, valued at \$1,053,941. California reported 20,524 flasks for the year; Nevada and Texas combined reported 4,540 flasks. The imports were valued at \$39,920 in 1912 and the exports at \$13,360.

IRON, PIG IRON AND STEEL.

The quantity of iron ore mined in the United States in 1912 amounted to 55,150,147 long tons, as compared with 43,876,552 long tons in 1911, an increase of 11,273,595 long tons, or 25.69 per cent. The quantity of iron ore marketed in 1912 amounted to 57,017,614 long tons, valued at \$107,050,153, as compared with 41,092,447 long tons in 1911, valued at \$86,716,575. This total production of 55,150,147 long tons consisted of the following ores: Hematite, 51,345,782 long tons; Brown ore, 1,614,486 long tons; Magnetite, 2,179,533 long tons; carbonate, 10,346 long tons. The rank of the principal iron-ore producing states with regard to both quantity and percentage of total production follows:

Minnesota, 34,431,768 long tons, or 62.43%; Michigan, 11,191,430 long tons, 20.29%; Alabama, 4,563,603 long tons, 8.28%; New York, 1,216,672 long tons, 2.21%; Wisconsin, 860,600 long tons, 1.56%; all other states, 2,887,074 long tons, or 5.23%. The principal iron-ore producing region is the Lake Superior region, which alone in 1912 produced 46,368,878 long tons. There are six ranges included in the Lake Superior region, their production for the year 1912 being as follows: Marquette range (Mich.), 3,545,012 long tons; Menominee (Mich. and Wis.), 4,465,465 long tons; Gogebic (Mich. and Wis.), 3,926,632 long tons; Vermillion (Minn.), 1,457,273 long tons; Mesabi (Minn.), 32,604,756 long tons; Cuyuna (Minn.), 369,739 long tons.

The apparent consumption of iron-ore in the United States for intervals of ten years is as follows: 1890, 16,302,025 long tons; 1900, 26,722,583 long tons; 1910, 56,161,091 long tons; 1912, 58,031,118 long tons.

The imports of iron-ore in 1912 were valued at \$6,499,690, as compared with \$5,412,636 in 1911 and \$7,832,225 in 1910. The exports in 1912 were valued at \$3,537,289, as compared with \$2,653,448 in 1911 and \$2,474,165 in 1910.

The production of pig iron in the United States in 1912 amounted to 29,726,937 long tons. The marketed production amounted to 30,180,969 long tons, valued at the furnaces at \$420,563,388, as compared with 23,257,288 long tons in 1911, valued at \$327,334,624. The whole number of furnaces in blast on December 31, 1912 was 313, against 231 in 1911; on that date 153 furnaces were idle or being rebuilt.

The production of all kinds of steel ingots and castings in 1912 amounted to 31,251,303 long tons and was made by the following processes: Bessemer, 10,327,901 long tons; Open hearth, 20,780,723; crucible and all other, 142,679 long tons.

WORLD'S PRODUCTION OF IRON ORE BY COUNTRIES.

Country.	1909	1910	1911	1912
North America:				
Canada ^a	239,324	231,623	187,807	156,250
Cuba ^a	936,132	1,462,498	1,163,714	1,397,797
Mexico.....	2	(b)	(b)	(b)
Newfoundland.....	1,004,050	1,108,762	(b)	(b)
United States.....	51,294,271	57,014,906	43,876,552	55,150,147
Europe:				
Austria-Hungary.....	4,503,768	4,592,572	(b)	(b)
Belgium.....	196,565	121,024	148,130	(b)
France.....	11,702,756	14,375,964	(b)	(b)
German Empire and Luxemburg.....	25,102,819	28,257,579	29,408,812	(b)
Greece.....	468,126	527,040	(b)	(b)
Italy.....	497,141	542,578	367,900	(b)
Norway.....	39,753	100,834	(b)	(b)
Portugal.....	(b)	3,307	(b)	(b)
Russia ^c	(b)	(b)	(b)	(b)
Spain.....	8,647,638	(b)	(b)	(b)
Sweden.....	3,824,862	5,465,234	(b)	(b)
United Kingdom.....	14,804,382	15,226,015	15,519,424	(b)
Asia:				
China.....	4306,000	4130,472	(b)	(b)
India.....	83,456	54,626	(b)	(b)
Japan ^f	(b)	(b)	(b)	(b)
Chosen (Korea).....	90,569	104,627	(b)	(b)
Philippine Islands ^g	230	148	216	416
Africa:				
Algeria.....	876,969	1,048,228	(b)	(b)
Madagascar.....	(b)	(b)	(b)	(b)
Natal.....	(b)	50	(b)	(b)
Tunis.....	214,815	327,756	(b)	(b)
Australia:				
.....	115,835	157,821	(b)	(b)

^a Shipments. ^c Russia produced 2,581,121 long tons of pig iron in 1909, and 2,936,024 tons in 1910.

^b Statistics not yet available.

^d Output of Tayeh mines.

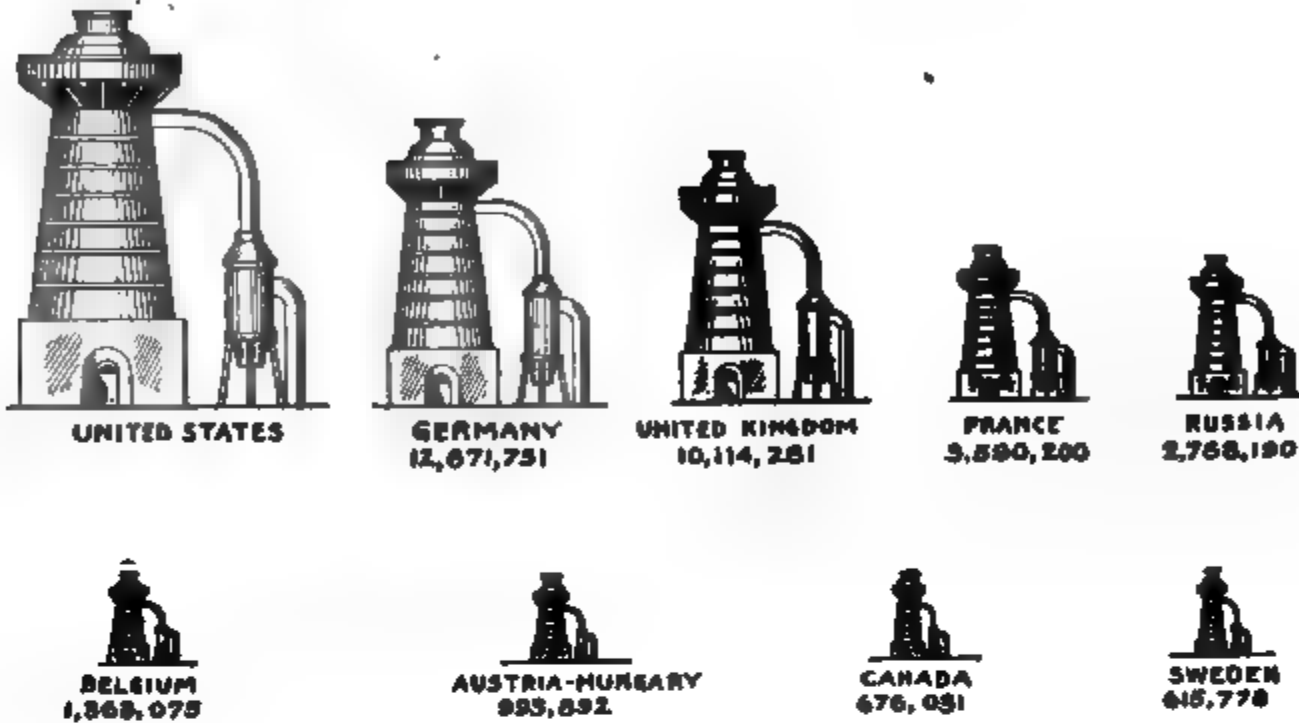
^e Exports.

^f Japan produced 53,338 long tons of pig iron in 1909, and 66,131 tons in 1910.

^g Estimated by Bureau of Science of Philippine Islands for 1909 to 1911 from castings produced, and by

U. S. Geological Survey for 1912 on same basis.

^h Nearly 8 tons of iron (metal) produced in 1910.



IRON.

A YEAR'S PRODUCTION
(in tons.)

COPPER

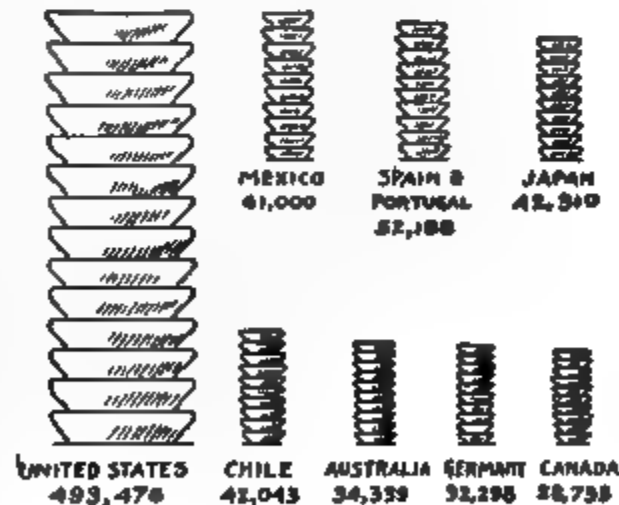
The production of copper in 1911 was 1,097,232,749 pounds fine, valued at \$137,154,092 as against 1,080,159,509 pounds, valued at \$137,180,257, in 1910. The increase by decades in the production of copper is shown as follows: 1845, 224,000 pounds; 1855, 6,720,000 pounds; 1865, 19,040,000 pounds; 1875, 40,320,000 pounds; 1885, 185,875,766; 1895, 380,613,404 pounds; 1905, 888,784,267 pounds; 1911, 1,097,232,749 pounds. Considerable copper was reported by the mines, from ores mined primarily for other metals, and in all 263,647 58 fine ounces of gold and 16,759,638 fine ounces of silver were obtained from ores in which copper was the principal constituent.

Forms in which copper was cast in 1911 included wire bars, 731,029,349 pounds, or 50%; ingots and ingot bars, 409,786,682 pounds, or 29%; cakes, 143,716,126 pounds, or 10%; cathodes, 135,499,770 pounds, or 9%; other forms, 25,774,328 pounds, or 2%. It will be noted that the total, 1,445,806,254 pounds does not equal the refinery output of copper for 1911.

The imports in 1911 were valued at \$38,445,939 as against \$40,849,239 in 1910; \$38,762,951, in 1909 and \$29,664,129 in 1908. The exports in 1911 were valued at \$105,679,926, as against \$96,554,432 in 1910; \$93,919,956, in 1908 and \$91,809,675 in 1908.

The smelter production of copper in the world was 1,958,201,285 pounds in 1911, as compared with 1,903,297,003 pounds in 1910. In 1911 the smelter output of the United States was 56 per cent of the world's production, as compared with 56.76 per cent in 1910, 58 per cent in 1909 and 56.5 per cent in 1908. The following shows the principal

copper producing countries of the world, for the year 1911. United States, 1,097,232,749 pounds; Mexico, 125,000,820 pounds; Japan, 123,237,140 pounds; Spain and Portugal, 116,843,800 pounds; Australia, 93,895,600 pounds; Chile, 66,358,460 pounds; Russia, 57,319,600 pounds; Peru, 57,099,140 pounds; Canada, 55,848,665 pounds; Germany, 49,162,580 pounds.



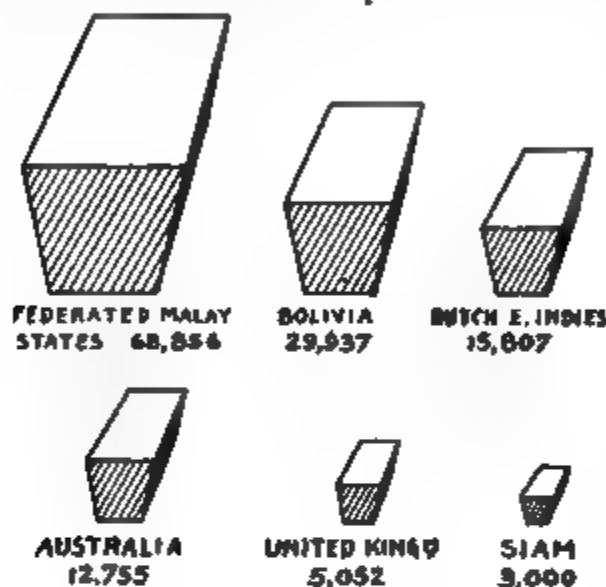
COPPER.

A YEAR'S PRODUCTION.
(in tons.)

The first illumination by gas in the United States was in the streets of Boston in 1823.

TIN.

In 1911 nominal outputs of tin as ore, concentrates and metal, were reported, valued at \$56,635, and coming from Alaska and Texas. In 1910, the output of tin valued at \$23,447 was reported from Alaska, North Carolina, South Dakota, and Texas. 92 tons of stream tin was dredged at Buck Creek, Alaska, in 1911. The imports in 1911 were valued at \$43,346,394.



TIN.

A YEAR'S PRODUCTION.
(in tons.)

COAL MINE ACCIDENTS IN NORTH AMERICAN MINES.

The loss of life in the production of anthracite and bituminous coal during 1912 involved the loss of 2,360 lives in and about the coal mines of the United States, as compared with 2,719 fatalities during 1911, a decrease of 539, or 13.2 per cent. The fatality rate for 1912 was 3.15 per 1,000 persons employed, as against 3.73 for 1911, a decrease of 0.58 per 1,000, or 15.5 per cent.

The loss of life based on actual numbers was greatest in the Pennsylvania anthracite region where 584 deaths occurred, followed by the bituminous region of Pennsylvania with 437, West Virginia with 359, Illinois with 159, Ohio with 133 and Alabama with 121; all others total 587.

Classified according to cause, the coal mine accidents of the United States during 1912 may be divided as follows: Underground, 2,119, or 89.79 per cent; in shafts, 54 or 2.29 per cent; on the surface, 187, or 7.92 per cent. Of the 2,119 killed underground, 1,151 were killed by falls of roof and coal; 362 by mine cars and mine locomotives, 301 by gas and coal dust explosions; 133 by explosives, 76 by electricity, and 96 by other causes not stated.

During the year 1911, 9,106 miners received serious injuries and 22,228 received slight injuries as a result of accidents. As in the case of deaths, the larger part of the serious injuries (43.57 per cent) was due to falls of roof and coal, the second largest cause was

THE PERMANENT COURT OF ARBITRATION.

This court, more popularly known as The Hague Tribunal, was constituted by virtue of the convention for the pacific regulation of international questions, concluded at The Hague, July 29, 1899. (Office, Prinsegracht 71, The Hague.)

Administrative Council.—President: The Minister for Foreign Affairs for Holland. Members. The diplomatic representatives of all the signatory powers accredited to The Hague.

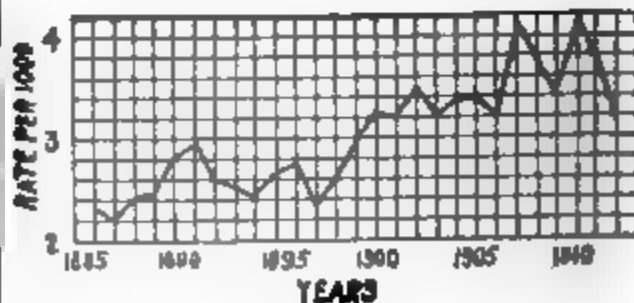
Members of the Permanent Court of Arbitration.—Since the individuals themselves are constantly changing by ill health or death, we shall content ourselves by giving the signatory powers alone, letting it suffice to say that these powers appoint their most distinguished men, preferably lawyers, to the position. They are Austria-Hungary, Belgium, Bulgaria, Denmark, France, Germany, Great Britain, Greece, Holland, Italy, Japan, Luxemburg, Mexico, Portugal, Roumania, Russia, Servia, Spain, Sweden, and Norway, Switzerland, and the United States.

CARNEGIE PEACE FUND.

On December 14, 1910, Andrew Carnegie transferred to 27 trustees a fund of \$10,000,000 in 5 per cent. first mortgage bonds, the revenue of which will be used to "hasten the abolition of international war" and to establish lasting world peace. The foundation is to be perpetual, and when the establishment of universal peace is attained the donor provides that the revenue shall be devoted to the banishment of the "next most degrading evil or evils."

mine cars and locomotives, which accounted for 23.93 per cent. of the total serious injuries. Of those slightly injured, 37.64 per cent were injured from falls of roof and coal and 25.06 per cent by mine cars and locomotives.

The accompanying profile shows graphically the fluctuations in and gradual increase of the death rate during the period 1886 to 1912. The lowest rate of 2.23 per 1,000 in 1887 has never since been approached, with the exception of 1897, when it dropped to 2.33. Since 1900, the rate has never been below 3 per 1,000, and from this point on there has been a rapid and uniform increase.



INCREASE IN FATALITY RATE
1886-1912.

F. L. Hoffman in Coal Age.

COAL.

During the year 1910 there were 342,969,220 short tons of bituminous coal and 73,623,227 short tons of Pennsylvania anthracite, or a total of 416,592,447 short tons of coal loaded at the mines for shipment; 12,286,851 short tons of bituminous and 2,020,572 short tons of anthracite, or 14,307,423 tons in all sold to local trade or used by employees; 9,667,621 tons of bituminous and 8,841,437 tons of anthracite, or a total of 18,509,058 tons in all used at the mines for steam and heat; there were 52,187,450 short tons of bituminous coal made into coke during the year. Thus a total quantity of 417,111,142 short tons of bituminous coal and 84,485,236 tons of anthracite coal were produced during the year. The total value of the coal produced was \$629,557,021, of which \$469,281,719 was for the bituminous coal and \$160,275,302 for the Pennsylvania anthracite. The average price per ton of bituminous coal was \$1.12 per ton and for Pennsylvania anthracite \$1.90 per ton. The average number of men employed in the mines was 725,030.

In 1911 there were 418,920,169 tons of coal loaded at the mines for shipment; 15,530,992 tons sold to local trade and used by employees; 19,552,840 tons used at the mines for steam and heat; and 42,217,167 made into coke; thus the total production of coal for the year was 496,221,168 short tons, of which amount 405,757,101 tons were bituminous coal and 90,464,067 tons were Pennsylvania anthracite. The total value, at an average price of \$1.26 per ton, was \$626,366,876. The average number of days the mines were active was 220 and the average number of employees 722,335.

During the year 1911 there were 172,585 men employed in the anthracite coal mines of Pennsylvania. They worked on an average of 246 days out of the year. The average production per man in 1911 was 524 short tons and the average daily tonnage per man was 2.13 tons. In the bituminous fields there were 549,750 men employed during the year 1911 and they worked on an average of 211 days. The average production per man in the bituminous mines was 738 tons and the average daily tonnage per man was 3.5 tons.

During the year 1911 there were 3,553,999 long tons of anthracite coal with a value of \$18,093,285, and 13,878,754 long tons of bituminous, valued at \$34,499,989, exported from the United States. The anthracite imports amounted to 2,463 long tons, valued at \$12,550 and the bituminous and shale imports to 1,234,998 long tons, valued at \$3,604,797.

Since 1899, the United States has ranked first in the coal producing nations of the world and Great Britain has ranked second. In 1911 the United States produced 496,221,168 short tons of coal; Great Britain, 304,518,927 tons; Germany, 258,223,763 tons; Austria-Hungary, 53,626,639 tons; France, 43,375,550 tons; Russia and Finland, 25,570,053; and Belgium, 25,490,842. The grand total production of coal in the world for 1911 amounted to 1,303,763,496 tons.

A summary of strikes in the coal mines of the United States shows that there were during the year 1911, 35,513 men idle, in the bituminous mines, for an average of 27 days. In the anthracite region operations were continued without serious trouble.

PER CENT. OF FATAL ACCIDENTS IN COAL MINES OF NORTH AMERICA DUE TO EACH CAUSE DURING A TEN-YEAR PERIOD.

Cause.	Fatal accidents.	
	Number.	Per cent of total.
Fall of coal.....	2,722	14.8
Fall of roof, slate, etc.....	5,823	31.8
Falling into shafts.....	369	2.0
Falling into slopes, manways, etc.....	125	.7
Mine cars.....	2,204	12.0
Outside cars.....	470	2.6
Motors.....	30	.2
Explosions:		
Dust or gas.....	2,571	14.0
Powder or dynamite.....	968	5.3
Blast.....	793	4.3
Other, not specified.....	202	1.6
Mining machinery.....	332	1.8
Mules.....	73	.4
Asphyxiation.....	271	1.5
Electrocution.....	193	1.0
Miscellaneous.....	1,105	6.0
Total.....	18,346	100.0

F. L. Hoffman in Bulletin of Bureau of Labor.

ACCIDENTS IN TRANSPORTATION OF EXPLOSIVES.

	HIGH EXPLOSIVES.		BLACK POWDER.		OTHER EXPLOSIVES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1908.....	5	7	24	20	7	61
1909.....	.....	.....	6	3	.....	4
1910.....	.....	.....	2	0	.....	1
1911.....	.....	3	.....	.....	1	2
Totals.....	5	10	32	23	8	68

RECAPITULATION.

	Total Killed.	Total Injured.
1908.....	36	88
1909.....	6	7
1910.....	2	1
1911.....	1	5
	45	101

ACCIDENTS IN MANUFACTURE, STORAGE OR USE OF EXPLOSIVES.

	HIGH EXPLOSIVES.		BLACK POWDER.		OTHER EXPLOSIVES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1908.....	82	65	23	23	20	91
1909.....	122	84	17	25	10	41
1910.....	80	110	13	7	3	24
1911.....	53	25	40	31	3	7
Totals.....	337	284	93	86	36	163

RECAPITULATION.

	Total Killed.	Total Injured.
1908.....	125	179
1909.....	149	150
1910.....	96	141
1911.....	96	63
	466	533

CENTRAL BUREAU OF INTERNATIONAL GEODESY ESTABLISHED UPON THE TELEGRAPHBERG, NEAR POTSDAM.

This central bureau has existed since 1866. After the creation of the Prussian Geodetic Institute it was united with the latter in 1869. The object of the Geodetic Institute is to cultivate geodesy by scientific researches, to execute the astronomical and physical determinations which, joined with the geodetic determinations, may serve in the exploration of the surface of the earth, more particularly within Prussian territory.

The labors of the institute for the present bear more particularly upon the astronomical determinations of the vertical in longitude and latitude, as well as upon astronomical data upon as many points of the geodetic system as possible; moreover, upon the determination of zenithal distances for convenient points, also upon the determination of

the density and force of gravitation; it devotes its attention, furthermore, to researches upon the mean level and variations in the sea-level; to the examining into the refraction of luminous rays by the atmosphere; finally, it is occupied with all theoretical and experimental researches which contribute to the examination of the surface and the geodesy of the country.

The Geodetic Institute is placed under the immediate supervision of the Minister of Ecclesiastical Affairs, Public Instruction, and Medical Affairs of Prussia.

The Academy of Sciences is the consulting organ of the Minister in all the important affairs of the Institute. Conformably to the conventions agreed upon between the contracting parties, the Institute performs the functions of a Central Bureau for international geodesy. The director of the bureau is at the same time director of the Institute.—Almanach de Gotha.

FATAL-ACCIDENT RATE IN THE COAL MINES OF NORTH AMERICA DURING A TEN-YEAR PERIOD, BY CAUSES.

Cause.	Fatal accidents.	
	Number.	Rate per 10,000 employees.
Fall of coal.....	2,722	4.99
Fall of roof, slate, etc.....	5,823	10.68
Falling into shafts.....	349	.68
Falling into slopes, manways, etc.....	125	.23
Mine cars.....	2,204	4.04
Outside cars.....	470	.86
Motors.....	30	.05
Explosions:		
Dust or gas.....	2,571	4.71
Powder or dynamite.....	988	1.77
Blast.....	793	1.45
Other, not specified.....	292	.53
Mining machinery.....	332	.61
Mules.....	73	.13
Asphyxiation.....	271	.50
Electrocution.....	183	.35
Miscellaneous.....	1,105	2.09
Total.....	18,346	23.60

FATAL-ACCIDENT RATE PER 1,000 EMPLOYEES AND NUMBER OF LIVES LOST PER MILLION TONS MINED IN NORTH AMERICA, BY STATES AND PROVINCES, 1866 TO 1908

State or Province.	Years considered.	Tons of coal produced.	Employees.	Fatal accidents.		Lives lost per 1,000,000 tons of coal mined.
				Number.	Per 1,000 employees.	
Alabama.....	16	142,592,400	237,828	1,037	4.35	7.27
Arkansas.....	6	12,307,804	25,651	76	2.95	6.17
Colorado.....	25	117,663,271	186,054	1,074	5.71	9.13
Illinois.....	26	611,071,223	1,030,860	2,407	2.34	3.94
Indiana.....	24	146,490,472	243,115	547	2.23	3.73
Iowa.....	21	109,736,706	264,400	573	2.17	5.22
Kansas.....	22	86,096,365	184,896	415	2.24	4.82
Kentucky.....	22	112,218,992	218,868	375	1.71	3.34
Maryland.....	19	84,322,336	93,269	166	1.77	1.96
Michigan.....	10	13,081,027	23,356	68	2.91	5.20
Missouri.....	19	61,005,829	151,444	261	1.72	4.27
Montana.....	18	24,464,899	37,557	138	3.67	5.64
New Mexico.....	14	19,243,519	29,325	212	7.23	11.02
North Dakota.....	1	320,742	631	4	6.34	12.47
Ohio.....	34	467,312,293	863,812	1,845	2.14	3.95
Oklahoma.....	15	33,906,783	90,774	460	5.07	13.57
Pennsylvania:						
Anthracite.....	36	1,782,024,124	4,344,074	14,625	3.37	8.21
Bituminous.....	32	1,906,371,370	2,729,135	6,919	2.54	3.59
Tennessee.....	18	69,368,153	143,029	627	4.38	9.04
Utah.....	16	17,754,456	24,424	285	11.67	16.06
Washington.....	17	38,231,315	68,545	404	6.76	12.14
West Virginia.....	25	453,581,594	625,506	2,887	4.62	6.36
Wyoming.....	5	26,140,782	29,227	339	11.60	12.97
Total.....		6,235,306,431	11,030,897	35,803	3.08	5.74
British Columbia.....		22,106,271	68,698	497	7.23	22.49
Nova Scotia.....		90,512,879	236,998	720	3.04	7.95
Total.....		112,619,150	305,696	1,217	3.98	10.61
Grand total.....		6,347,925,581	11,336,593	37,020	3.10	6.83

F. L. Hoffman in Bulletin of Bureau of Labor.

CHRONOLOGICAL LIST OF PRINCIPAL COAL MINE DISASTERS IN NORTH AMERICA.

Year.	Date.	Name of mine, or locality, and State.	Lives lost.	Year	Date.	Name of mine, or locality, and State.	Lives lost.
1869	Sept.	Avondale, Pa.	179	1902	July 10.	Johnstown, Pa.	112
1873		Drummond, Nova Scotia	73	1902	July 16.	Park City, Utah	24
1880	Mar. 29.	Richhill, Mo.	23	1902	Aug. 7.	Bowen No. 3 mine, Colo.	16
1880		Fort Pitt, Nova Scotia	44	1902	Sept. 15.	Algoma, W. Va.	17
1883	Feb. 16.	Braidwood, Ill.	69	1903	Jan. 23.	Primero, Colo.	94
1883	Nov. 23.	Kettle Creek, Pa.	17	1903	July 1.	Lianna, W. Va.	236
1884	Jan. 24.	Crested Butte, Colo.	59	1903	Nov. 21.	Ferguson mine, Pa.	17
1884	Feb. 20.	West Leisenring, Pa.	19	1904	Jan. 25.	Harwick mine, Pa.	179
1884	Mar. 13.	Pocahontas mine, W. Va.	114	1904	Apr. 2.	Zeigler, Ill.	53
1884		Johnstown mine, Pa.	14	1904	Apr. 23.	Eleanor shaft, Pa.	13
1885		McBean mine, Nova Scotia	13	1904	Dec. 1.	Diamond mine, Mo.	18
1890	May 15.	Ashley mine, Pa.	28	1905	Jan. 4.	Bluefields, W. Va.	22
1890	June 16.	Hill Farm mine, Pa.	31	1905	Jan. 18.	Panther Creek, W. Va.	18
1891	Jan. 27.	Mammoth mine, Pa.	109	1905	Feb. 20.	Virginia City, Ala.	108
1891	Feb. 21.	Spring Hill, Nova Scotia	125	1905	Feb. 27.	Welch, W. Va.	15
1892	July 23.	York Farm mine, Pa.	15	1905	Mar. 18-19.	Rush Run, W. Va.	24
1893	Jan. 10.	Como, Colo.	24	1906	Apr. 3.	Zeigler, Ill.	47
1894	Feb. 13.	Gayland, Pa.	13	1906	Jan. 4.	Coaldale, W. Va.	23
1896	Feb. 18.	Vulcan mine, Colo.	49	1906	Jan. 18.	Detroit and Kanawha, W. Va.	18
1896	Mar. 23.	Berwind mine, Pa.	13	1906	Feb. 8.	Parrall mine, W. Va.	33
1896	June 28.	Twin Shaft mine, Pittston, Pa.	58	1906	Mar. 22.	Century, W. Va.	23
1899	June 15.	Caledonia mine, Nova Scotia	11	1906	Apr. 21.	Trinidad, Colo.	23
1899	Dec. 10.	Carbonado mine, Wash.	33	1907	Jan. 23.	Primero, Colo.	20
1899	Dec. 23.	Brace mine, Pa.	20	1907	Jan. 26.	Penco, mine, W. Va.	12
1899	Dec. 23.	Sumner mine, Pa.	19	1907	Jan. 29.	Stuart, W. Va.	86
1899		North Carolina	22	1907	Feb. 4.	Thomas mine, W. Va.	25
1900	Mar. 6.	Red Ash mine, W. Va.	48	1907	May 1.	Whipple mine, W. Va.	16
1900	May 1.	Schoff 11, Utah	200	1907	Dec. 1.	Nasom mine, Pa.	34
1900	Nov. 2.	Berryburg, W. Va.	15	1907	Dec. 6.	Monongah No. 5 mine, W. Va.	339
1901	Feb. 15.	Union mine No. 6, British Columbia	63	1907	Dec. 19.	Darr mine, Pa.	239
1901	Mar. 2.	Diamantina mine, Wyo.	28	1908	Jan. 12.	Lick Branch, W. Va.	105
1901	May 15.	Chatham, W. Va.	10	1908	May 1.	Mount Lookout, Pa.	13
1901	June 10.	Port Royal mine, Pa.	20	1908	Aug. 26.	Halleyville, Okla.	39
1901	Sept. 30.	Extension mine, British Columbia	16	1908	Nov. 29.	Marianna mine, Pa.	154
1902	Jan. 14.	Milby and Dows mine, Ind. T.	10	1909	Jan. 10.	Lietor mine, Ill.	26
1902	Jan. 25.	Lost Creek mine, Iowa	22	1909	Nov. 13.	St. Paul mine, Cherry, Ill.	296
1902	May 19.	Fraterville, Tenn.	194	1909	Dec. 28.	Lick Branch, W. Va.	31
1902	May 22.	Fernie mine, British Columbia	127	1910	Jan. 31.	Primero, Colo.	75
				1910	Feb. 1.	Drakesburg, Ky.	30
				1910	Apr. 20.	Mulga, Ala.	40
				1910	Apr. 21.	Amsterdam mine, Ohio	16
				1910	May 5.	Palos, Ala.	63

F. L. Hoffman in Bulletin of Bureau of Labor.

LATEST COAL MINE DISASTERS.

Year	Date	Name of Mine, or locality and State	Lives lost	Year	Date	Name of mine, or locality and State	Lives lost
1910	Oct. 3	Roslyn mine, Wash.	10	1911	Apr. 24	Elk Garden, W. Va.	23
1910	Oct. 8	Starkville, Colo.	56	1911	July 13	Sykesville, Pa.	21
1910	Nov. 6	Lawson mine, Wash.	16	1911	Nov. 18	Bottom Creek mine, W. Va.	18
1910	Nov. 8	Victor American, Colo.	79	1911	Dec. 9	Cross Mountain mine, Tenn.	84
1910	Nov. 25	Providence, Ky.	10	1912	Mar. 20	San Boise mine, Okla.	73
1910	Dec. 14	Leyden, Colo.	10	1912	Mar. 26	Jed, W. Va.	82
1910	Dec. 31	Lick Fork mine, W. Va.	10	1912	June 18	Hastings, Colo.	12
1911	Feb. 9	Cokedale mine, Colo.	17	1912	July 24	Superba mine, Pa.	15
1911	Apr. 7	Prince-Pancoast mine, Pa.	73	1912	Aug. 13	Abernant, Ala.	18
1911	Apr. 8	Banner mine, Ala.	128	1913	May 19	Belle Valley, Ohio	15

PRICE OF COAL.

[Sources : Anthracite, for shipment beyond the Delaware Capes, American Iron and Steel Association; bituminous, Seward's Coal Trade Journal.]

Calendar year.	Anthracite.	Bituminous.	Calendar year.	Anthracite.	Bituminous.	Calendar year.	Anthracite.	Bituminous.
	Dollars.	Dollars.		Dollars.	Dollars.		Dollars.	Dollars.
1855.....	4.49	3.89 ¹	1874.....	4.55	4.50	1893.....	3.90	12.40
1856.....	4.11	3.75	1875.....	4.39	4.35	1894.....	3.90	12.25
1857.....	3.87	4.28	1876.....	3.87	3.87	1895.....	3.50	12.00
1858.....	3.43	3.70	1877.....	2.59	3.15	1896.....	3.50	12.28
1859.....	3.25	3.63	1878.....	3.22	2.86	1897.....	3.50	11.80
1860.....	3.40	3.49	1879.....	2.70	2.79	1898.....	3.50	11.60
1861.....	3.89	3.44	1880.....	4.53	3.75	1899.....	3.75	12.00
1862.....	4.14	4.23	1881.....	4.53	3.75	1900.....	3.47	2.50
1863.....	6.06	5.57	1882.....	4.61	3.50	1901.....	3.80	2.50
1864.....	8.89	6.84	1883.....	4.54	2.90	1902 ²	4.50	2.50
1865.....	7.86	7.57	1884.....	4.42	2.50	1903.....	4.50	3.35
1866.....	5.80	5.94	1885.....	4.10	2.25	1904.....	4.50	2.25
1867.....	4.37	4.97	1886.....	4.00	2.10	1905.....	4.50	2.60
1868.....	3.86	4.71	1887.....	4.05	3.45	1906.....	4.50	2.75
1869.....	5.81	4.97	1888.....	4.21	12.60	1907.....	4.50	2.80
1870.....	4.39	4.72	1889.....	4.04	12.60	1908.....	4.50	12.70
1871.....	4.46	4.72	1890.....	3.92 ¹	12.60	1909.....	4.50	12.60
1872.....	3.74	4.66	1891.....	3.85	12.60	1910.....	4.50	12.60
1873.....	4.27	4.84	1892.....	3.97 ¹	12.50	1911.....	4.50	12.60

¹ The price on board fixed at Baltimore by the Seaboard Coal Association.

² Price of soft-coal pool.

³ Owing to unusual conditions in the coal market the association price for 1902 is not a correct guide as to the actual selling price, Clearfield coal selling as high as \$7 at the mines and as high as \$9 in New York Harbor. Unsettled conditions lasted until Mar. 1, 1903, or nearly so; then, on Apr. 1, prices were made \$3.30 at Baltimore; later on in the year this price was discounted from 10 to 15 per cent.

⁴ Shipments nominal. No sales made in 1909, 1910, or 1911.

⁵ Cumberland coal now includes "thin seam" as well as "big vein" coal, the former selling about 25 cents per ton lower than the latter.

⁶ Freight on "big vein" coal to Baltimore having been reduced 15 cents, \$2.60 in 1909 and subsequent years is equivalent to \$2.75 in 1908 and previous years.

MONTANA
47,200 sq. mi.

WYOMING
19,900 sq. mi.

ALASKA
8,300 sq. mi.

TEXAS
41,300 sq. mi.

W. VIRGINIA
17,000 sq. mi.

INDIANA
7,290 sq. mi.

ILLINOIS
35,600 sq. mi.

KENTUCKY
16,670 sq. mi.

UTAH
4,580 sq. mi.

N. DAKOTA
35,500 sq. mi.

IND. TERR.
14,850 sq. mi.

TENNESSEE
4,400 sq. mi.

MISSOURI
29,000 sq. mi.

PENNSYLVANIA
14,680 sq. mi.

S. DAKOTA
2,400 sq. mi.

IOWA
20,000 sq. mi.

NEW MEXICO
13,500 sq. mi.

VIRGINIA
2,120 sq. mi.

KANSAS
20,000 sq. mi.

OHIO
12,860 sq. mi.

ARKANSAS
1,730 sq. mi.

COLORADO
11,600 sq. mi.

WASHINGTON
1,100 sq. mi.

MICHIGAN
11,300 sq. mi.

N. CAROLINA
800 sq. mi.

ALABAMA
8,450 sq. mi.

MARYLAND
810 sq. mi.

CALIFORNIA
280 sq. mi.

OREGON
230 sq. mi.

GEORGIA
170 sq. mi.

IDAHO
140 sq. mi.

COAL RESERVES BY STATES.

COKE.

The total production of coke in 1912 amounted to 43,983,599 short tons (11,115,164 tons from retort ovens), valued at \$111,738,696, and the average price paid per ton for the same period was \$2.10. The average output from the by-product ovens in 1912 was 2,133 short tons per oven and from the bee-hive ovens 48 short tons. The imports of coke were valued at \$488,398 in 1912 and the exports (912,576 short tons) at \$3,002,742.

The value and quantity of products obtained in the manufacture of coke in retort ovens were as follows: Gas, 54,491,248 thousand cubic feet, valued at \$4,650,517; tar, 94,306,583 gallons, valued at \$2,310,900; ammonia, sulphate or reduced to equivalent sulphate, 95,275,545 pounds, valued at \$3,649,144; ammonia liquor, 5,502,403 gallons, valued at \$735,120; anhydrous ammonia, 3,144,014 gallons, valued at \$4,114,449; other by-products valued at \$610,552, thus making the total value of the by-products of coke \$16,070,682. The value of the coke manufactured in retort ovens was \$42,632,030 and the total value of all the products obtained in the manufacture of coke by this process was \$58,703,612.

NATURAL GAS.

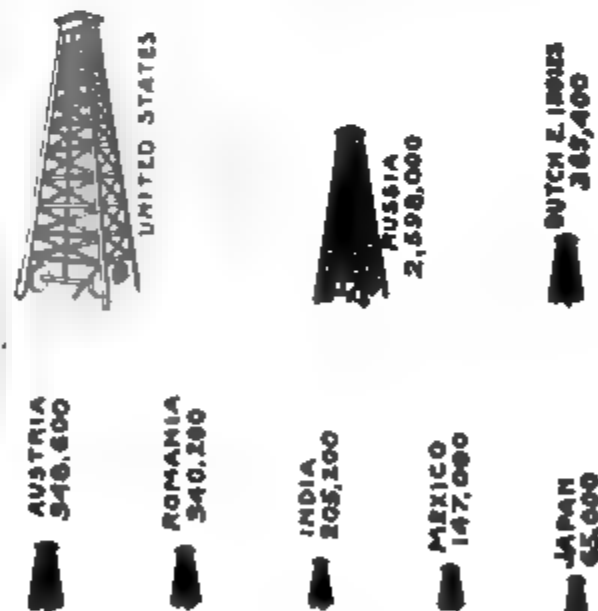
The value of natural gas produced in 1911 was \$74,127,534, as compared with \$70,756,158 in 1910. No imports of natural gas were reported for 1911. Pennsylvania consumed more natural gas than any other state in the Union, the amount being 154,475,376 thousand cubic feet, valued at \$23,446,001. Ohio ranked second with 112,123,029 thousand cubic feet, valued at \$22,792,270. Kansas came next with 77,861,143 thousand cubic feet, valued at \$9,493,701, and West Virginia fourth with 80,868,645 thousand cubic feet, valued at \$6,240,152. During the year 1911 there were 508,353,241 thousand cubic feet of natural gas consumed having a total value of \$74,127,534. The value of all the natural gas produced in the United States for the year 1911 was \$74,127,534 and of the crude petroleum, \$134,044,752, thus making the value of natural gas and crude petroleum, \$208,172,286. There were 28,428 productive wells on Dec. 31, 1911.

PRODUCTION AND VALUE OF PETROLEUM. WELL RECORDS, AND ACREAGE.

In the year 1911 the total production of petroleum in the United States amounted to 220,449,391 barrels, the total value being \$134,044,752, or an average price per barrel of \$0.608. On January 1, 1910 there were 149,402 productive wells in the United States, and on Dec. 31, there were 152,087. The average daily production (in barrels) per well amounted to 3.8. The total acreage in wells in the United States in 1911 amounted to 8,322,862. Imports for the year amounted to \$2,410,884 and exports to \$105,922,848. The total production of the world was 345,512, 185 barrels, of which the United States produced 63.8 per cent, or almost two-thirds.

PETROLEUM REFINING.

The products of the petroleum-refining industry, statistics for which are presented below, aggregated \$236,997,659 in value in 1909 as compared with \$123,929,384 in 1899, the increase during the decade being 91.2 per cent. This conforms closely with the increase in the cost of crude petroleum used which was 89.4 per cent. The crude petroleum used increased in quantity from 52,011,005 barrels of 42 gallons in 1899 to 120,775,439 barrels in 1909, or 132.2 per cent, and the refined-oil products aggregated 40,290,985 barrels of 50 gallons in 1899 and 89,082,810 barrels in 1909, an increase of 136.2 per cent. for the decade. The total amount of crude petroleum used for refining purposes was 120,775,439 barrels of 42 gallons each, valued at \$152,307,040. The products of the refining process were as follows: Illuminating oils, 33,495,798 barrels (50 gallons), value, \$94,547,010; fuel oils (including gas oils), 34,034,577 barrels, value \$36,462,883; lubricating oils, 10,745,885 barrels, valued at \$38,884,236; naphtha and gasoline (including gas naphtha), 10,806,550 barrels, value \$39,771,959; paraffin wax, 946,830 barrels, value \$9,388,812; oil asphaltum, 233,328 short tons, value \$2,724,752; residuum or tar, 1,787,008 barrels, value \$2,215,623; greases (lubricating, etc.), 138,302 barrels, value \$1,587,647; coke and black naphtha, value \$507,695; sludge acid, 133,215 short tons, value \$402,295, and all other products, value \$10,524,747.



PETROLEUM.
A YEAR'S PRODUCTION
(in thousands of gallons.)

ALUMINUM.

The consumption of aluminum in 1911 was 46,125,000 pounds, valued at \$8,084,000, as against 7,150,000 pounds in 1900, 61,281 pounds in 1890 and 83 pounds in 1883. The imports of aluminum salts in 1911 were valued at \$56,833, and the exports of manufacturers of aluminum at \$1,158,603.

WORLD'S PRODUCTION OF CRUDE PETROLEUM, 1907-1911, BY COUNTRIES.

Country.	1907	1908	1909	1910	1911			
					Rank.	Barrels.	Metric tons.	Per-cent of total production.
United States..	166,095,335	178,527,355	183,170,874	209,557,248	1	220,449,391	29,393,252	63.80
Russia.....	51,850,734	62,186,447	65,940,350	70,336,574	2	66,183,601	9,066,259	19.16
Mexico.....	1,600,000	3,431,410	2,468,742	3,332,807	3	14,051,643	1,873,552	4.07
Dutch East Indies..	9,982,597	10,283,357	11,041,852	11,030,820	4	12,172,949	1,670,668	3.52
Roumania.....	8,118,207	8,252,157	9,327,278	9,723,806	5	11,101,878	1,544,072	3.21
Gallea.....	8,455,841	12,612,295	14,932,799	12,673,688	6	10,485,726	1,458,275	3.04
India.....	4,344,162	5,047,038	6,678,517	8,137,990	7	6,451,203	897,184	1.87
Japan.....	2,010,839	2,070,145	1,889,563	1,930,661	8	1,658,903	221,187	.48
Peru.....	756,226	1,011,180	1,318,118	1,330,105	9	1,398,036	188,405	.40
Germany.....	756,631	1,009,278	1,018,837	1,032,522	10	995,764	140,000	.29
Canada.....	788,872	527,987	420,755	315,895	11	291,096	38,813	.08
Italy.....	59,875	50,966	42,368	42,388	12	71,905	10,000	.02
Other.....	30,000	30,000	30,000	30,000		200,000	26,667	.06
Total.....	264,249,119	285,089,615	298,326,073	327,474,304	.....	345,512,185	46,526,334	100.00

* Estimated.

QUANTITY OF PETROLEUM PRODUCED IN, AND QUANTITIES AND VALUE OF PETROLEUM PRODUCTS EXPORTED FROM, THE UNITED STATES.

The total exports of petroleum from the United States during the year 1911 amounted to 1,768,731,699 gallons, valued at \$105,922,848. The exports of mineral, crude (including all natural oils, without regard to gravity) oils was 201,843,355 gallons, valued at \$6,165,403, the exports of mineral, refined, or manufactured naphtha, benzine, gasoline, etc., totaling 137,294,606 gallons was valued at \$11,482,761, the exports of mineral, refined or manufactured illuminating oils was 1,112,295,006 gallons, valued at \$61,055,095; the exports of mineral, refined or manufactured lubricating oils (heavy paraffin, etc.), amounting to 183,319,845 gallons was valued at \$23,337,126; and the exports of residuum (tar, pitch, and all other, from which the light bodies have been distilled) amounting to 133,979,087 gallons was valued at \$3,882,463.

CEMENT.

The quantity of Portland, natural and puzzolano cement produced in the United States during 1912 was 83,351,191 barrels, valued at \$67,461,513. As compared with 1911, when the production was 79,547,958 barrels, valued at \$66,705,136, the year 1912 showed an increase of 3,803,233 barrels, or 4.78 per cent in quantity, and an increase of \$756,377 or 1.13 per cent in value. In 1912 the quantity of Portland cement produced

was 82,438,096 barrels, valued at \$67,016,928; the production of natural cement amounted to 821,231, valued at \$367,222; and the production of puzzolano cement amounted to 91,864 barrels, valued at \$77,363.

From 1818 when the first natural cement was used, 300,000 barrels, up to the year 1890, when the maximum amount 9,868,179 barrels was used, the consumption of natural cement constantly grew. Since 1899, however, the consumption has gradually decreased, until in 1912 the production only amounted to 821,231 barrels. The future of natural cement depends entirely upon means of improvement in the manufacture of the cement, whereby it may be brought nearer the specification for the high-grade Portland cement. The decline in the use of natural cement has been due principally to the greater tensile strength of Portland cement.

During the year 1912 the domestic consumption of Portland cement amounted to 80,865,527 barrels, which figure is arrived at as follows: To the shipments, 85,012,556 barrels, add the imports, 68,503 barrels, and subtract the exports, 4,215,532, leaving as the apparent consumption, 80,865,527 barrels.

The total production of pig-iron for the year 1912 was 29,726,937 tons against 23,649,547 tons in 1911. On June 30, 1912, there were 266 furnaces in blast and on December 31 there were 313. The total number of furnaces on December 31, 1912, was 466.



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PART OF THE 74,000,000 BARRELS OF CEMENT MANUFACTURED IN 1910 AND WHERE IT WENT.

To Panama Canal in 1910: 2,100,000 barrels of cement, which would fill 9 trains each 10 miles in length and consisting of 1,400 cars.

To Florida-Key West Railroad: 800,000 barrels of cement. Three trains each over 10 miles long.

To Ashokan Dam: 1,000,000 barrels. Four trains over 10 miles long.



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1910-\$0.75

1900-\$1.00

1890-\$2.00

1880-\$3.00

CEMENT MARKET AND ITS GROWTH IN THE PAST 30 YEARS.

Portland Cement manufactured in 1910 would fill a barrel 980 feet high—just short of the Eiffel Tower. Note the enormous increase of cement production by decades and the corresponding drop in price per barrel at the mill.

CLAY PRODUCTS.

The value of all clay products in 1911 was \$162,236,181; the brick and tile products being valued at \$127,717,621 and the pottery at \$34,518,560. The various kinds of clay together with their amount and value were as follows: Kaolin, 27,400 short tons, valued at \$221,045; paper clay, 99,265 short tons, valued at \$454,435; slip clay, 8,393 short tons, valued at \$16,770; ball clay, 65,072 short tons, valued at \$220,710; fire clay, 1,526,921 short tons, valued at \$2,112,827; stoneware clay, 151,384 short tons, valued at \$165,751; brick clay, 142,020 short tons, valued at \$123,900; miscellaneous, 162,243 short tons, valued at \$165,325.

The imports of pottery in 1911 amounted to \$10,638,616; the imports of brick, fire brick, tile, etc., were valued at \$10,804,749. The exports of brick in 1911 were valued at \$2,264,354, and the exports of pottery at \$1,401,366. The imports of kaolin or china clay in 1911 were valued at \$1,461,068, and the imports of other clays amounted to \$235,254.

SAND AND GRAVEL.

During the year 1912 there were 1,465,386 short tons of glass sand, valued at \$1,430,471, produced in the United States, 4,484,593 short tons of molding sand, valued at \$2,718,398; 23,632,157 tons of building sand, valued at \$7,904,321; 1,397,667 tons of grinding and polishing sand, valued at \$667,750; 455,454 tons of fire sand, valued at \$318,742; 1,288,486 tons of engine sand, valued at \$428,928; 51,446 tons of furnace sand, valued at \$27,258; 1,778,530 tons of paving sand, valued at \$670,680; other sands amounting to 3,986,288 tons, valued at \$1,177,065; and 29,768,510 tons of gravel, valued at \$7,737,942. Thus the total quantity of sand and gravel produced in the United States during the year 1912 amounted to 68,318,988 short tons, valued at \$23,081,555. The imports of sand for the same period amounted to \$141,690.

SALT AND BROMINE.

The production of salt in the United States (including Hawaii and Porto Rico) in 1912 was 33,324,808 barrels, of 280 pounds each, or 4,665,473 short tons, valued at \$9,402,772. The production of brine salt in the United States, for the same period, by grades was as follows: Table and Dairy, 3,961,450 barrels; common fine, 6,021,052 barrels; common coarse, 2,753,375 barrels; packers', 751,551 barrels; coarse solar, 1,105,935 barrels; other grades, 231,063 barrels and brine, 11,408,623 barrels, making the total production of brine salt 26,233,059 barrels, valued at \$7,704,943. The quantity of rock salt mined in the United States during 1912 was 992,846 short tons, valued at \$1,697,829.

The imports of salt during the year amounted to 998,664 barrels, valued at \$370,648 and the exports to 445,785 barrels, valued at \$418,525, leaving an excess of imports over exports of 552,879 barrels. This added to the domestic production makes the apparent consumption of salt for the year 33,877,687.

The production of bromine in 1912 amounted to 647,200 pounds, valued at \$136,201.

SLATE.

The production of slate in 1912 was valued at \$6,043,318. The imports of slate for the same period were valued at \$14,768; the exports were not reported separately from that of other varieties of stone.

LIME.

The production of lime in 1912 was 3,529,462 short tons, valued at \$13,970,114. The average price per ton was \$3.96. The imports in 1912 amounted to 4,268 short tons, valued at \$48,153 and the exports amounted to 260,669 barrels, valued at \$199,515.

STONE.

The value of all kinds of stone produced in the United States in 1911 amounted to \$76,966,698. The imports of marble and stone were valued at \$1,556,398 and the exports at \$1,810,182. The value of the granite produced in the United States during 1911 was \$21,391,878; trap rock, \$6,399,622; sandstone, \$7,730,868; bluestone, \$1,876,473; limestone, \$33,897,362; marble, \$7,546,718.

SULPHUR AND PYRITE.

The domestic production of sulphur in 1912 was 303,472 long tons, valued at \$5,256,422. The production of pyrite in 1912 was 350,928 long tons, valued at \$1,334,259. The imports of sulphur amounted to 29,927 long tons, valued at \$583,974, and the exports to 57,736, valued at \$1,076,414. The imports of pyrite for 1912 were valued at \$3,841,683.

PIGMENTS.

Barytes.—The production of crude barytes in 1911 was 38,445 short tons, valued at \$122,792. The imports of barytes were valued at \$58,726 and the imports of barium compounds at \$398,213.

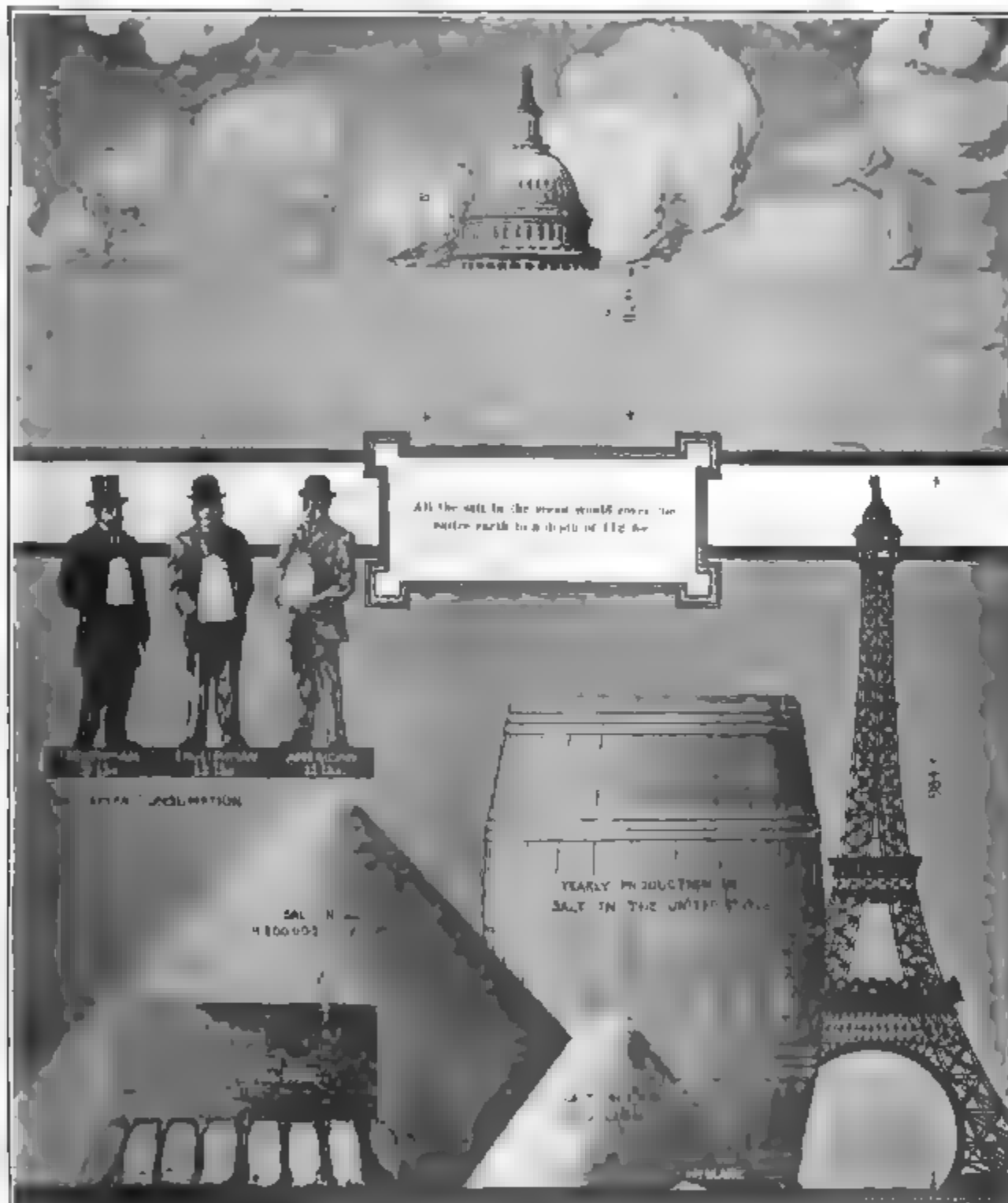
Mineral Paints.—The commercial production of mineral paints in 1911 amounted to 143,350 short tons, valued at \$7,842,583. This includes the natural mineral pigments, pigments made directly from ores, and chemically manufactured pigments.

ASPHALT.

During the year 1912 the total production of asphalt and bituminous rock amounted to 449,510 short tons, valued at \$4,620,731 and was divided into the following varieties: Bituminous rock, 53,041 short tons, valued at \$152,675; refined bitumin, 22,852 short tons, valued at \$241,772; maltha, 474 short tons, valued \$3,518; wurtzilite (elaterite), 8,452 short tons, valued at \$115,620; gilsonite, 31,478 short tons, valued at \$573,069; oil asphalt, 333,213 short tons, valued at \$3,534,077. The imports of asphalt in 1912 amounted to 218,328 short tons, valued at \$921,145, and the exports to 1,170,882 short tons.

NICKEL.

No production of nickel ore, as such, was reported in the United States during 1911 but 445 tons of metallic nickel, valued at about \$127,000, were saved as by-products. The imports during 1911 were valued at \$4,050,030, and the exports at \$8,283,777.



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MAGNITUDE OF THE SALT INDUSTRY.

Salt in sea and on land—Yearly production in the United States, 157,267,544 tons of sodium are annually poured into the sea. Of this amount, 77½ per cent. is common salt.

GEMS AND PRECIOUS STONES.

Production of precious stones in the United States in 1907, 1908, 1909, and 1910.

	Value.				Remarks.
	1907	1908	1909	1910	
Agates, chalcedony, etc., moonstones, etc., onyx.	\$650	\$1,125	\$750	\$2,268	About 1,150 pounds; California, Colorado, Montana, and Wyoming.
Amethyst.....	850	210	190	.....	No production reported.
Azuralachite, malachite, etc.	250	5,450	2,000	550	475 pounds; Arizona and Nevada.
Benitoite.....	1,500	3,638	500	.....	No production reported.
Beryl, aquamarine, blue, pink, etc.	6,435	7,485	1,660	5,545	About 30 pounds rough and selected.
Californite.....	a 25,000	.....	a 18,000	a 8,000	1,500 pounds; California; not sold.
Catlinite.....	25	.....	.....	.....	No production reported.
Chiastolite.....	20	.....	.....	.....	Do.
Chlorastrolite.....	.....	25	2,400	a 2,000	1,250 pounds; Michigan.
Chrysocolla.....	150	600	300	.....	No production reported.
Chrysoprase.....	a 46,500	a 48,225	a 84,800	a 9,000	1,700 pounds; California.
Cyanite.....	100	.....	.....	.....	No production reported.
Diamond.....	a 2,800	a 2,100	2,033	a 1,400	208 stones; Arkansas and California.
Diopside.....	.....	120	.....	.....	No production reported.
Emerald.....	a 1,320	.....	a 300	a 700	North Carolina.
Epidote.....	60	.....	15	.....	No production reported.
Feldspar, sunstone, amazon stone, etc.	1,110	2,850	a 2,700	2,510	4,128 pounds; Colorado and California.
Garnet, hyacinth, pyrope, almandine, rhodolite.	6,460	13,100	1,650	3,100	151 pounds; California, Arizona, and Colorado.
Gold quartz.....	1,000	1,010	.....	1,000	Colorado and California.
Jasper.....	675	.....	100	475	500 pounds; Colorado and California.
Opal.....	180	50	200	270	Nevada.
Peridot.....	1,300	1,300	300	.....	No production reported.
Petrified wood.....	325	.....	.....	.....	Do.
Phenacite.....	25	95	50	50	Colorado.
Prase.....	.....	.....	.....	100	50 pounds; Oregon.
Pyrite.....	400	.....	.....	.....	No production reported.
Quartz, rock crystal, smoky quartz, rutilated, etc.	2,580	3,595	2,689	1,385	1,753 pounds; Colorado, Maine, Vermont, California, and Texas.
Rose quartz.....	6,375	568	2,970	2,537	25,025 pounds; South Dakota and California.
Rhodocrosite.....	150	.....	.....	.....	No production reported.
Rhodonite.....	.....	1,250	125	a 6,200	3,200 pounds; Montana and California.
Ruby.....	2,000	.....	.....	.....	No production reported.
Rutile.....	200	.....	25	.....	Do.
Sapphire.....	a 229,800	a 58,397	a 44,998	52,983	1,062,000 carats; Montana and Indiana.
Smithsonite.....	800	a 1,200	300	.....	No production reported.
Spodumene, kunzite, hiddenite.	14,500	a 6,000	15,150	33,000	120 pounds; California.
Thompsonite.....	.....	35	100	610	About 50 pounds; Michigan, Minnesota, and New Jersey.
Topaz.....	2,300	4,435	512	884	75 pounds; California, Colorado, and Texas.
Tourmaline.....	a 84,120	a 90,000	a 133,192	a 46,500	1,548 pounds; California and Maine.
Turquoise and matrix.....	23,840	a 147,950	a 179,273	a 85,900	16,886 pounds; Nevada, New Mexico, Arizona, and Colorado.
Variscite, amatrice, utahlite..	7,500	14,250	35,938	a 26,125	5,377 pounds; Utah and Nevada.
Miscellaneous gems.....	.....	.....	1,060	2,755	Datolite, obsidian, fossil coral, and ornamental stones with trade names.
Total.....	471,300	415,063	534,380	295,797	

a Estimated or partly so.

MISCELLANEOUS.

Asbestos.—The asbestos commercially produced in the United States in 1912 was obtained from deposits in Georgia, and Vermont, with small quantities from Idaho and Wyoming. The total commercial production in 1912 was 4,403 short tons, valued at \$87,959. The imports for consumption were valued at \$1,819,771 in 1912.

Graphite.—The commercial production of crystalline graphite in 1912 amounted to 3,543,771 pounds, valued at \$187,689. The production of amorphous graphite in 1912 was 673 short tons, valued at \$19,344. The production of artificial graphite was 12,896,347 pounds, valued at \$830,193, the average price per pound being \$6.44. The imports of graphite in 1912 were valued at \$1,709,337.

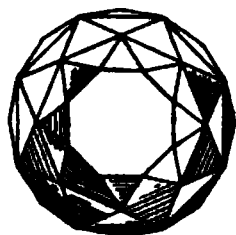
Mica.—The total production of mica in 1912 was 845,483 pounds of sheet mica, valued at \$282,823, and 3,226 short tons of scrap mica, valued at \$49,073. The imports of mica in 1912 were valued at \$748,973.

Mineral waters.—The total production of mineral waters in 1911 was 63,923,119 gallons, valued at \$6,837,888. The imports of mineral waters in 1911 amounted to \$1,037,485.

During the year 1911 there were 732 springs in the United States reporting sales of mineral waters. They sold 63,923,119 gallons of mineral waters, valued at \$6,837,888. Each year has shown a growth in the production of what is known as "soft drinks." In all 6,595,757 gallons of water were used in the manufacture of soft drinks. Wisconsin

leads all the states in the amount of water used, using 2,037,258 gallons, or about one-third of all the mineral waters used in the manufacture of soft drinks in the United States.

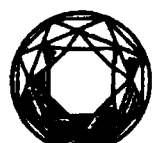
The total imports of iron ore into the United States in 1910 amounted to 2,591,031 long tons and the quantity of iron ore exported from the United States in the same year amounted to 644,875 long tons.



CAPE OF GOOD HOPE
£4,137,166



TRANSVAAL
£1,793,119



ORANGE F. STATE
£1,148,258



GERMAN S.W. AFRICA
£1,058,497



BRAZIL
£100,000



S. RHODESIA
£10,350



BRIT. GUIANA
£6,103

DIAMOND PRODUCTION.
(in Pounds Sterling.)

THE NATIONAL BUREAU OF MINES.

The National Bureau of Mines for the United States was created by act of Congress approved May 16, and effective July 1, 1910. The chief purpose of the bureau is to carry on inquiries and investigations with the view of lessening loss of life and waste of resources in mining and metallurgical operations. It is to make investigations of the methods of mining, especially in relation to the safety of miners, the appliances best adapted to the prevention of mine accidents, the improvement of mining conditions, the treatment of ores and other mineral substances, as to the use of explosives and electricity in mining, and other inquiries and technologic investigations pertaining to mining, metallurgical and quarry industries. The act establishing the bureau provides that no officer or employee of the Bureau of Mines shall exercise any right or authority in connection with the inspection or supervision of mines and metallurgical plants in any state; under the Constitution such inspection and supervision is within the province of the State and is not germane to the duties of the Federal Government.

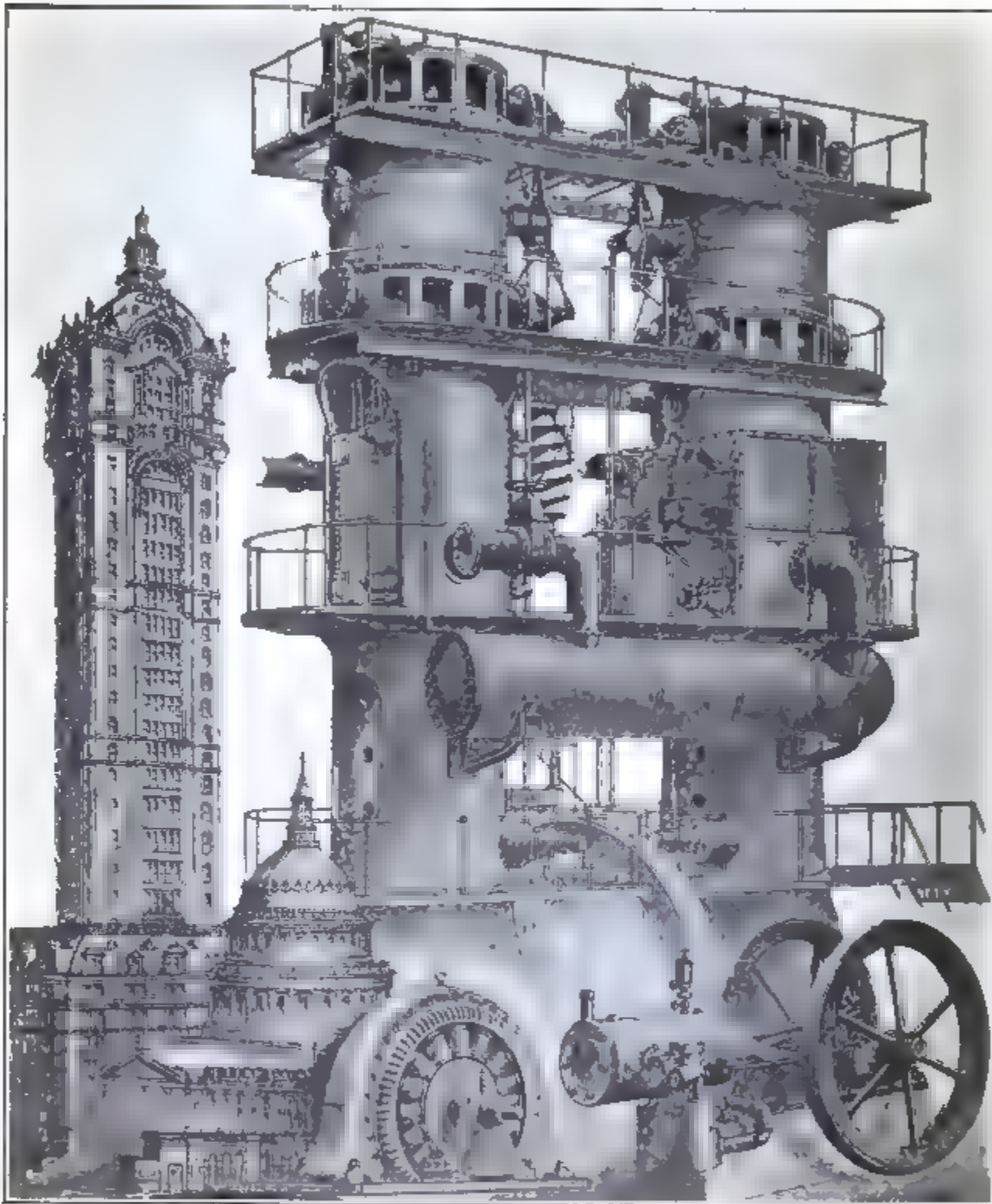
The scope of the fuel investigations of this bureau conforms to the provisions of the Act of Congress which provides for the analyzing and testing of coals, lignites, and other mineral fuel substances belonging to or for the use of the United States. Several lines of inquiry are embodied in this plan, which however, are too numerous to be mentioned here.

The act also transferred to the new Bureau of Mines the personnel and equipment of the technologic branch of the United States Geological Survey. This personnel and equipment were developed during the preceding five years in connection with the investigation of fuels and mine accidents, and the new bureau is to continue similar investigations.

Its chief Experimental Station is located at Pittsburgh, Pa. where the work in the laboratories is supplemented by experiments conducted in a small coal mine under the conditions of actual mining. At this station it also is conducting a number of investigations in connection with the use of explosives and electricity, and other mining problems.

As a means of carrying on an educational campaign in behalf of mine rescue and first aid to the injured work, the Bureau of Mines has purchased and equipped with rescue apparatus, first aid and fire fighting devices, seven cars of standard Pullman size, each completely fitted with modern appliances. These cars, one stationed in each of the important coal fields or coal mining regions of the country, will visit all the important groups of coal mines where demonstrations and illustrations of this work will be given.

The law establishing the Bureau of Mines became effective on July 1, 1910. On September 1st, Dr. J. A. Holmes, formerly Chief of the Technologic Branch of the Geological Survey, was appointed Director of the new Bureau.



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GRAPHIC REPRESENTATION OF THE ENORMOUS ENERGY EXPENDED IN MANUFACTURES IN THE UNITED STATES.

The total steam power employed in manufactures in the United States in 1905 was 10,664,690. A single steam engine of this power would measure 400 feet by 255 feet on the base, and would extend 735 feet into the air, or 123 feet above the Singer building. To develop the total electric horse-power of 1,139,208 would call for a generator with a 134-foot base, and 126 feet high. The total of 298,514 gas engine power would require an engine 350 feet long by 80 feet high. Now the Woolworth Building could be substituted for the Singer Building.

CHAPTER IV.

MANUFACTURES.

MANUFACTURES: A SUMMARY OF THE PRINCIPAL ESTABLISHMENTS IN THE UNITED STATES AND NON-CONTIGUOUS TERRITORY, 1909.

	NUMBER OR AMOUNT				
	Total.	Continental United States.	Alaska.	Hawaii.	Puerto Rico.
Number of establishments.....	279,022	262,491	152	569	609
Persons engaged in manufactures.....	7,707,761	7,622,578	2,479	7,572	15,122
Proprietors and firm members.....	275,262	273,295	126	1,074	1,470
Salaried employees.....	792,188	790,267	245	594	1,092
Wage earners (average number)....	6,639,831	6,615,046	2,000	5,904	12,552
Primary horsepower.....	16,700,656	16,680,774	2,972	41,830	24,006
Capital.....	\$18,428,270,000	\$18,428,270,000	\$12,090,000	\$22,675,000	\$25,544,000
Expenses.....	18,628,420,000	18,453,090,000	9,454,000	31,765,000	31,139,000
Services.....	4,376,634,000	4,365,613,000	2,220,000	2,700,000	4,806,000
Salaries.....	940,900,000	938,575,000	360,000	606,000	1,259,000
Wages.....	3,434,734,000	3,427,038,000	1,949,000	2,100,000	3,590,000
Materials.....	12,194,019,000	12,141,791,000	4,120,000	25,639,000	21,479,000
Miscellaneous.....	1,965,775,000	1,945,676,000	2,000,000	3,330,000	4,702,000
Value of products.....	20,787,546,000	20,672,052,000	11,340,000	47,404,000	35,790,000
Value added by manufacture (value of products less cost of materials).....	8,573,527,000	8,530,261,000	6,220,000	21,775,000	13,271,000

A SUMMARY OF THE PRINCIPAL ESTABLISHMENTS OF THE UNITED STATES FOR SPECIFIED YEARS: 1909, 1904, 1899; AND THE PER CENT. OF INCREASE.

	NUMBER OR AMOUNT			PER CENT. OF INCREASE	
	1909	1904	1899	1904-1899	1909-1904
Number of establishments.....	262,491	216,180	207,514	24.2	4.2
Persons engaged in manufactures.....	7,622,578	6,213,612		22.6	
Proprietors and firm members.....	273,295	229,673		21.1	
Salaried employees.....	790,267	619,556	504,190	52.1	42.7
Wage earners (average number)....	6,615,046	5,468,383	4,712,768	21.0	13.0
Primary horsepower.....	16,680,774	13,487,707	10,087,888	32.6	23.6
Capital.....	\$18,428,270,000	\$12,675,581,000	\$8,975,256,000	45.4	41.2
Expenses.....	18,453,090,000	13,138,260,000	9,870,426,000	40.6	32.1
Services.....	4,365,613,000	3,184,884,000	2,389,132,000	37.1	33.3
Salaries.....	938,575,000	574,439,000	380,771,000	43.4	50.9
Wages.....	3,427,038,000	2,610,445,000	2,006,361,000	31.3	30.0
Materials.....	12,141,791,000	8,500,208,000	6,575,351,000	42.8	39.3
Miscellaneous.....	1,945,676,000	1,453,169,000	906,442,000	23.9	60.5
Value of products.....	20,672,052,000	14,793,903,000	11,406,027,000	39.7	29.7
Value added by manufacture (value of products less cost of materials).....	8,530,261,000	6,293,695,000	4,831,076,000	35.6	30.3

CONDITIONS OF MANUFACTURES IN THE UNITED STATES AT EACH CENSUS: 1849-1909 (CONTINENTAL UNITED STATES ONLY.)

	Number of establishments.	Capital.	Wage earners (average number).	Wages.	Cost of materials.	Value of products.	Value added by manufacture.
Factories and hand and neighborhood industries:							
1849 (census of 1850).....	123,026	3633,245,000	957,049	8236,753,000	3556,124,000	\$1,019,107,000	3463,963,000
1860 (census of 1860).....	140,438	1,006,866,000	1,311,246	378,579,000	1,081,606,000	1,885,862,000	864,287,000
Per cent of increase, 1849 to 1860.....	14.1	20.4	37.0	60.0	35.8	88.0	84.1
1869 (census of 1870) (gold value).....	252,148	1,694,567,000	2,053,986	620,467,000	1,990,742,000	3,286,800,000	1,396,119,000
Per cent of increase, 1860 to 1869.....	79.6	67.8	56.6	63.8	93.0	79.5	63.2
1878 (census of 1880).....	253,852	2,790,273,000	2,752,596	947,864,000	3,396,824,000	5,399,579,000	1,972,756,000
Per cent of increase, 1869 to 1879.....	0.7	64.7	23.0	52.8	60.6	74.5	41.4
1889 (census of 1890).....	355,405	6,525,051,000	4,251,538	1,801,210,000	5,162,014,000	9,372,379,000	4,210,365,000
Per cent of increase, 1879 to 1889.....	40.0	133.8	55.6	90.6	52.0	74.5	113.4
1899 (census of 1900).....	512,191	9,813,534,000	5,308,143	2,290,968,000	7,343,626,000	13,000,149,000	5,866,521,000
Per cent of increase, 1889 to 1899.....	44.1	50.4	24.8	22.7	42.3	38.7	34.3
Factories, excluding hand and neighborhood industries:							
1899 (census of 1900).....	207,514	8,975,266,000	4,712,763	2,008,261,000	6,575,351,000	11,406,927,000	4,831,076,000
1904 (census of 1905).....	216,180	12,676,681,000	5,468,383	2,610,446,000	8,500,208,000	14,793,933,000	6,293,086,000
Per cent of increase, 1899 to 1904.....	4.2	41.2	16.0	30.0	29.3	29.7	30.3
1909 (census of 1910).....	263,491	18,426,276,000	6,616,046	3,497,089,000	12,141,781,000	20,672,052,000	8,580,261,000
Per cent of increase, 1904 to 1909.....	24.2	45.4	21.0	31.3	42.8	39.7	33.5
Per cent of increase, 1899 to 1909.....	29.4	106.3	40.4	70.6	64.6	51.2	76.6

VARIATION OF WAGE EARNERS EMPLOYED BY MONTHS.

Among the principal industries of the United States several show a great variation in the number of wage earners employed at various times of the year. The brick and tile industries employ an average of 76,528 wage earners during the year, the maximum number, 104,930, being employed in July, and the minimum number, 38,312, in January; the canning and preserving industries employ an average of 59,968 men, 154,800 being the maximum number in September, and 19,998 the minimum in January; the fertilizers employ an average of 18,310 men, the maximum number, 29,310, being reached in March, and the minimum number, 14,264, in July; oil, cottonseed, and cake industries employ an average of 17,071 men, the maximum number, 29,334 being reached in November, and the minimum, 5,174, in July; in the ice manufactories the average number of men employed was 16,114, the maximum number, 22,872, being reached in July, and the minimum, 9,847, in January; the artificial stone industries employed an average of 9,957 men, the maximum number, 12,884, being reached in August, and the minimum number, 4,856, in January; the straw and hats industries employed an average of 8,814 men, the maximum number of men employed being reached in March, when they employed 11,488 men, and the minimum number, 4,700, in July; in the sugar beet industries the average number of men employed was 7,209, the maximum number of employees, 16,807, being reached in November, and the minimum number, 2,206, in February; in the sugar and molasses industries the average number of employees was 4,127, the maximum number, 15,761, being reached in November, and the minimum, 559, in February; the vinegar and cider industries employed an average of 1,542 men, the maximum number, 3,464, being reached in October, and the minimum number, 886, being reached in March.

LEADING MANUFACTURING INDUSTRIES IN THE UNITED STATES
1909.

INDUSTRY.	Number of estab- lish- ments.	WAGE EARNERS.			VALUE OF PRODUCTS.		
		Average number.	Rank.	Per cent dis- tribu- tion.	Amount (expressed in thou- sands).	Rank.	Per cent dis- tribu- tion.
All industries.....	268,491	6,615,046	....	100.0	\$30,672,052	....	100.0
Slaughtering and meat packing.....	1,641	89,728	16	1.4	1,370,568	1	6.6
Foundry and machine-shop products.....	13,253	531,011	2	8.0	1,228,475	2	5.9
Lumber and timber products.....	40,671	695,019	1	10.5	1,156,129	3	5.6
Iron and steel, steel works and rolling mills....	446	240,076	6	3.6	985,723	4	4.8
Flour-mill and gristmill products.....	11,691	39,453	30	0.6	883,584	5	4.3
Printing and publishing.....	31,445	258,434	5	3.9	737,876	6	3.6
Cotton goods, including cotton small wares....	1,324	378,880	3	5.7	628,392	7	3.0
Clothing, men's, including shirts.....	6,354	239,696	7	3.6	568,077	8	2.7
Boots and shoes, including cut stock and find- ings.....	1,918	198,297	8	3.0	512,798	9	2.5
Woolen, worsted, and felt goods, and wool hats.	985	168,722	9	2.6	435,979	10	2.1
Tobacco manufactures.....	15,822	166,810	10	2.5	416,695	11	2.0
Cars and general shop construction and repairs by steam-railroad companies.....	1,145	282,174	4	4.3	405,601	12	2.0
Bread and other bakery products.....	23,926	100,216	14	1.5	396,865	13	1.9
Iron and steel, blast furnaces.....	208	38,429	31	0.6	391,429	14	1.9
Clothing, women's.....	4,558	153,743	11	2.3	384,752	15	1.9
Smelting and refining, copper.....	38	15,628	38	0.2	378,806	16	1.8
Liquors, malt.....	1,414	54,579	25	0.8	374,730	17	1.8
Leather, tanned, curried, and finished.....	919	62,202	23	0.9	327,874	18	1.6
Sugar and molasses, not including beet sugar..	233	13,526	41	0.2	279,249	19	1.4
Butter, cheese, and condensed milk.....	8,479	18,431	36	0.3	274,558	20	1.3
Paper and wood pulp.....	777	75,978	17	1.2	267,657	21	1.3
Automobiles, including bodies and parts.....	743	75,721	19	1.1	249,202	22	1.2
Furniture and refrigerators.....	3,155	128,452	13	1.9	239,887	23	1.2
Petroleum, refining.....	147	13,929	40	0.2	236,998	24	1.1
Electrical machinery, apparatus, and supplies.	1,009	87,256	18	1.3	221,309	25	1.1
Liquors, distilled.....	613	6,430	43	0.1	204,699	26	1.0
Hosiery and knit goods.....	1,374	129,275	12	2.0	200,144	27	1.0
Copper, tin, and sheet-iron products.....	4,228	73,615	20	1.1	199,824	28	1.0
Silk and silk goods, including throwsters.....	852	99,037	15	1.5	196,912	29	1.0
Smelting and refining, lead.....	28	7,424	42	0.1	167,406	30	0.8
Gas, illuminating and heating.....	1,296	37,215	32	0.6	166,814	31	0.8
Carriages and wagons and materials.....	5,492	69,928	21	1.1	159,893	32	0.8
Canning and preserving.....	3,767	59,968	24	0.9	157,101	33	0.8
Brass and bronze products.....	1,021	40,618	29	0.6	149,989	34	0.7
Oil, cottonseed, and cake.....	817	17,071	37	0.3	147,868	35	0.7
Agricultural implements.....	640	50,551	26	0.8	146,329	36	0.7
Patent medicines and compounds and drug- gists' preparations.....	3,642	22,895	35	0.3	141,942	37	0.7
Confectionery.....	1,944	44,638	27	0.7	134,796	38	0.7
Paint and varnish.....	791	14,240	39	0.2	124,889	39	0.6
Cars, steam-railroad, not including operations of railroad companies.....	110	43,086	28	0.7	123,730	40	0.6
Chemicals.....	349	23,714	34	0.4	117,689	41	0.6
Marble and stone work.....	4,964	65,603	22	1.0	113,093	42	0.5
Leather goods.....	2,375	34,907	33	0.5	104,719	43	0.5
All other industries.....	61,887	1,648,441	....	24.9	4,561,002	....	22.0

SUMMARY OF INDUSTRIES, BY STATES AND WAGE EARNERS: 1909.

STATE.	Population.	Number of establishments.	WAGE EARNERS.			VALUE OF PRODUCTS.		
			Average number.	Rank.	Per cent distribution.	Amount (expressed in thousands).	Rank.	Per cent distribution.
United States.....	91,972,266	263,491	6,615,046	....	100.0	\$20,672,052	....	100.0
New York.....	9,113,614	44,935	1,003,981	1	15.2	3,369,490	1	16.3
Pennsylvania.....	7,665,111	27,563	877,543	2	13.3	2,626,742	2	12.7
Illinois.....	5,638,591	18,026	465,764	4	7.0	1,919,277	3	9.3
Massachusetts.....	3,366,416	11,684	584,559	3	8.8	1,490,529	4	7.2
Ohio.....	4,767,121	15,138	446,934	5	6.8	1,437,936	5	7.0
New Jersey.....	2,537,167	8,817	326,223	6	4.9	1,145,529	6	5.5
Michigan.....	2,810,173	9,159	231,499	7	3.5	685,109	7	3.3
Wisconsin.....	2,333,860	9,721	182,583	10	2.8	590,306	8	2.9
Indiana.....	2,700,876	7,969	186,984	9	2.8	579,075	9	2.8
Missouri.....	3,293,335	8,375	152,993	11	2.3	574,111	10	2.8
California.....	2,377,549	7,659	115,296	13	1.7	529,761	11	2.6
Connecticut.....	1,114,756	4,251	210,792	8	3.2	490,272	12	2.4
Minnesota.....	2,075,708	5,561	84,767	18	1.3	409,420	13	2.0
Kansas.....	1,690,949	3,435	44,215	33	0.7	325,104	14	1.6
Maryland.....	1,295,346	4,837	107,921	15	1.6	315,669	15	1.5
Rhode Island.....	542,610	1,951	113,538	14	1.7	280,344	16	1.4
Texas.....	3,896,542	4,588	70,230	25	1.1	272,896	17	1.3
Iowa.....	2,224,771	5,528	61,635	29	0.9	259,238	18	1.2
Louisiana.....	1,656,388	2,516	76,165	21	1.2	223,949	19	1.1
Kentucky.....	2,289,905	4,776	65,400	27	1.0	223,754	20	1.1
Washington.....	1,141,990	3,674	69,120	26	1.0	220,746	21	1.1
Virginia.....	2,061,612	5,685	105,676	16	1.6	219,794	22	1.1
North Carolina.....	2,206,287	4,931	121,473	12	1.8	216,656	23	1.0
Georgia.....	2,609,121	4,792	104,588	17	1.6	202,863	24	1.0
Nebraska.....	1,192,214	2,500	24,336	37	0.4	199,019	25	1.0
Tennessee.....	2,184,789	4,609	73,840	22	1.1	180,217	26	0.9
Maine.....	742,371	3,546	79,955	19	1.2	176,029	27	0.8
New Hampshire.....	430,572	1,961	78,658	20	1.2	164,581	28	0.8
West Virginia.....	1,221,119	2,586	63,893	28	1.0	161,950	29	0.8
Alabama.....	2,138,093	3,398	72,148	24	1.1	145,962	30	0.7
Colorado.....	799,024	2,034	28,067	36	0.4	130,044	31	0.6
South Carolina.....	1,515,400	1,854	73,046	23	1.1	113,236	32	0.5
Oregon.....	672,765	2,246	28,750	35	0.4	93,005	33	0.4
Mississippi.....	1,797,114	2,598	50,384	31	0.8	80,555	34	0.4
Arkansas.....	1,574,449	2,925	44,982	32	0.7	74,916	35	0.4
Montana.....	376,053	677	11,655	41	0.2	73,272	36	0.4
Florida.....	752,619	2,159	57,473	30	0.9	72,890	37	0.4
Vermont.....	355,956	1,958	33,788	34	0.5	68,310	38	0.3
Utah.....	373,351	749	11,785	40	0.2	61,989	39	0.3
Oklahoma.....	1,657,155	2,310	13,143	39	0.2	53,682	40	0.3
Delaware.....	202,322	726	21,238	38	0.3	52,840	41	0.3
Arizona.....	204,354	311	6,441	44	0.1	50,257	42	0.2
District of Columbia.....	331,069	518	7,707	43	0.1	25,289	43	0.1
Idaho.....	325,594	725	8,220	42	0.1	22,400	44	0.1
North Dakota.....	577,056	752	2,789	48	(*)	19,138	45	0.1
South Dakota.....	583,888	1,020	3,602	46	0.1	17,870	46	0.1
Nevada.....	81,875	177	2,257	49	(*)	11,887	47	0.1
New Mexico.....	327,301	313	4,143	45	0.1	7,898	48	(*)
Wyoming.....	145,965	268	2,867	47	(*)	6,249	49	(*)

SUMMARY OF MANUFACTURES, BY PRINCIPAL CITIES BY RANK:
1909.

CITY.	Population.	Number of establishments.	WAGE EARNERS.		VALUE OF PRODUCTS.	
			Average number.	Rank.	Amount (expressed in thousands).	Rank.
New York, N. Y.....	4,766,883	25,938	554,002	1	\$2,029,693	1
Chicago, Ill.....	2,185,283	9,656	293,977	2	1,281,171	2
Philadelphia, Pa.....	1,549,008	8,379	251,884	3	746,076	3
St. Louis, Mo.....	687,029	2,667	87,371	4	328,495	4
Cleveland, Ohio.....	560,663	2,148	84,728	5	271,961	5
Detroit, Mich.....	465,766	2,036	81,011	6	252,992	6
Pittsburgh, Pa.....	533,905	1,659	67,474	9	243,454	7
Boston, Mass.....	670,585	3,155	69,637	8	237,457	8
Buffalo, N. Y.....	423,715	1,753	51,412	13	218,804	9
Milwaukee, Wis.....	373,857	1,764	59,502	12	208,324	10
Newark, N. J.....	347,469	1,858	59,955	11	202,511	11
Cincinnati, Ohio.....	363,591	2,184	60,192	10	194,516	12
Baltimore, Md.....	558,485	2,502	71,444	7	186,978	13
Minneapolis, Minn.....	301,408	1,102	26,962	25	165,405	14
Kansas City, Kans.....	82,331	165	12,294	42	164,081	15
San Francisco, Cal.....	416,912	1,796	28,244	21	133,041	16
Jersey City, N. J.....	267,779	745	25,454	28	128,775	17
Indianapolis, Ind.....	233,650	855	31,815	19	126,522	18
Providence, R. I.....	224,326	1,080	46,381	14	120,241	19
Rochester, N. Y.....	218,149	1,203	39,108	15	112,676	20
Louisville, Ky.....	223,928	903	27,023	24	101,284	21
South Omaha, Nebr.....	26,259	71	6,306	48	92,436	22
Youngstown, Ohio.....	79,066	115	10,498	45	81,271	23
Lawrence, Mass.....	85,892	162	30,542	20	79,993	24
New Orleans, La.....	339,075	848	17,186	37	78,794	25
Worcester, Mass.....	145,986	580	28,221	22	77,148	26
Bayonne, N. J.....	55,545	97	7,519	47	73,641	27
Akron, Ohio.....	69,067	246	15,831	39	73,158	28
Perth Amboy, N. J.....	32,121	80	5,866	50	73,083	29
Lynn, Mass.....	89,336	431	27,368	23	71,503	30
Paterson, N. J.....	125,600	702	32,004	18	69,584	31
Los Angeles, Cal.....	319,198	1,325	17,327	36	68,586	32
Bridgeport, Conn.....	102,054	367	25,775	27	65,609	33
Fall River, Mass.....	119,295	288	37,139	16	64,146	34
Peoria, Ill.....	66,950	283	5,981	49	63,061	35
Toledo, Ohio.....	168,497	760	18,878	34	61,230	36
Omaha, Nebr.....	124,096	432	8,023	46	60,854	37
Dayton, Ohio.....	116,577	513	21,549	31	60,378	38
Lowell, Mass.....	106,294	320	32,575	17	60,271	39
Yonkers, N. Y.....	79,803	158	12,711	41	59,334	40
St. Paul, Minn.....	214,744	719	19,339	33	58,990	41
Kansas City, Mo.....	248,381	902	14,643	40	54,704	42
New Bedford, Mass.....	96,652	207	26,566	26	53,238	43
Denver, Colo.....	213,381	766	12,058	43	51,538	44
Reading, Pa.....	96,071	482	24,145	29	51,135	45
New Haven, Conn.....	133,605	590	23,547	30	51,071	46
Seattle, Wash.....	237,194	751	11,331	44	50,569	47
Waterbury, Conn.....	73,141	169	20,170	32	50,350	48
Syracuse, N. Y.....	137,249	738	18,148	35	49,435	49
Camden, N. J.....	94,538	365	16,527	38	49,138	50

OCCUPATIONS—STATUS BY LEADING INDUSTRIES, 1909.

INDUSTRY.	PERSONS ENGAGED IN MANUFACTURES.									
	Total number.	Proprietors and officials.				Clerks.	Wage earners (average number).	Per cent of total.		
		Total.	Proprietors and firm members.	Salaries officials of corporations.	Superintendents and managers.			Proprietors and officials.	Clerks.	Wage earners (average number).
All Industries.....	7,678,876	487,173	273,365	80,735	139,173	579,259	8,815,048	6.3	7.5	88.1
Agricultural implements ..	60,229	2,490	465	569	1,455	7,159	30,051	4.1	11.9	83.9
Automobiles, including bodies and parts ..	85,259	2,564	405	768	1,401	7,074	75,721	2.0	2.3	95.7
Boots and shoes, including cut stock and findings ..	215,923	5,752	1,538	1,927	2,287	11,574	198,297	2.7	2.6	94.7
Brass and bronze products ..	45,441	2,160	828	594	745	2,652	40,519	4.8	5.9	89.4
Bread and other bakery products ..	144,322	26,136	20,983	801	1,353	14,976	100,216	20.2	10.4	69.4
Butter, cheese, and condensed milk ..	31,506	10,493	8,019	1,032	1,429	2,505	18,481	22.3	2.2	75.5
Canning and preserving ..	71,972	6,920	4,244	968	1,708	5,064	69,908	9.6	7.1	83.3
Carrages and wagons and materials ..	82,944	5,844	6,213	1,106	1,465	4,173	69,838	10.7	5.0	84.3
Cars and general shop construction and repairs by steam-railroad companies ..	301,273	6,974	2	1,977	5,005	12,126	282,174	2.3	4.0	93.7
Cars, steam-railroad, not including operations of railroad companies ..	47,094	1,041	7	241	793	2,967	43,096	2.3	6.3	91.5
Chemicals ..	27,791	1,086	164	267	555	2,991	23,714	2.9	10.8	86.3
Clothing, men's, including shirts ..	271,637	12,041	8,502	1,089	2,450	19,700	259,936	4.4	7.3	88.3
Clothing, women's ..	179,021	9,281	6,463	943	1,967	15,997	163,743	3.3	8.9	87.9
Confectionery ..	54,854	3,362	1,832	766	1,764	6,854	44,638	6.1	12.6	81.4
Copper, tin, and sheet-iron products ..	86,934	7,209	4,423	1,268	1,508	6,060	78,615	8.6	7.0	84.7
Cotton goods, including cotton small wares ..	267,771	4,481	577	1,726	2,206	4,480	278,880	1.2	1.1	97.7
Electrical machinery apparatus, and supplies ..	105,600	4,121	439	997	2,685	14,223	97,256	2.9	12.5	84.6
Flour-mill and gristmill products ..	65,054	19,768	14,570	1,495	2,707	7,538	29,453	28.4	11.9	59.7
Foundry and machine-shop products ..	615,486	31,608	9,861	9,346	13,406	52,969	531,011	5.1	8.6	86.3
Furniture and refrigerators ..	144,140	7,231	2,657	2,170	2,454	3,407	128,442	5.1	5.8	89.1

THE DARWINIAN THEORY.

In 1859, Charles Darwin published a work entitled "Origin of Species," to prove that the numerous species now existing on the earth sprang originally from one or at most a few primal forms, and that the present diversity is due to special development and natural selection. Those plants and creatures which are best suited to the conditions of their existence survive and become fruitful, certain organs called into play by peculiar conditions of life grow with their growth and strengthen with their strength till they become so much a part and parcel of their frames as to be transmitted to their offspring. The conditions of life being very diverse, cause a great diversity of organic development, and, of course, every such diversity which has become radical is the parent of a new species.

OCCUPATIONS—STATUS BY LEADING INDUSTRIES—Continued.

PERSONS ENGAGED IN MANUFACTURES.									
INDUSTRY.	Total number.	Proprietors and officials.				Wage earners (average number).	Per cent of total.		
		Total.	Proprietors and firm members.	Salaries of officials of corporations.	Superintendents and managers.		Clerks.	Proprietors and officials.	Clerks.	Wage earners (average number).
Gas, illuminating and heating.....	51,007	2,996	377	990	1,719	10,806	5.9	21.2	73.0
Hosiery and knit goods.....	136,180	3,308	1,124	790	1,375	3,847	2.4	2.6	94.9
Iron and steel, blast furnaces.....	43,081	1,119	48	262	809	3,513	2.6	8.2	89.2
Iron and steel, steel works and rolling mills.....	260,762	4,286	47	779	3,460	10,400	1.6	6.2	92.1
Leather goods.....	43,528	4,209	2,552	700	897	4,408	9.7	10.1	80.2
Leather, tanned, curried, and finished.....	67,100	2,331	784	629	918	2,567	3.5	4.8	92.7
Liquors, distilled.....	8,328	1,111	563	217	231	787	13.3	9.4	77.2
Liquors, malt.....	66,726	4,962	639	1,619	1,904	7,784	6.5	11.7	81.8
Lumber and timber products.....	784,989	68,166	48,825	6,616	12,724	21,806	8.7	2.8	88.5
Marble and stone work.....	77,273	8,453	6,026	867	1,560	3,219	10.9	4.2	84.9
Oil, cottonseed, and cake.....	21,273	2,167	110	676	1,481	2,085	10.2	9.6	80.2
Paint and varnish.....	21,806	2,016	456	798	767	5,640	9.2	25.8	65.0
Paper and wood pulp.....	81,473	2,298	250	773	1,275	3,167	2.8	3.9	93.3
Patent medicines and compounds and druggists' preparations.....	41,101	5,847	2,802	1,427	1,418	12,859	13.7	30.6	55.7
Petroleum, refining.....	16,640	671	42	211	418	2,040	4.0	12.3	83.7
Printing and publishing.....	388,466	49,332	20,424	7,265	11,643	80,700	12.7	20.8	66.5
Silk and silk goods, including throwsters.....	106,288	2,296	644	490	1,032	3,946	2.1	3.8	94.1
Slaughtering and meat packing.....	106,716	3,514	1,669	731	1,124	15,474	3.2	14.2	82.6
Smelting and refining, copper.....	16,832	3,375	7	68	215	929	1.6	5.5	92.8
Smelting and refining, lead.....	6,069	123	.....	44	88	508	1.6	6.2	92.1
Sugar and molasses, not including beet sugar.....	15,658	789	204	140	446	1,343	5.0	6.6	88.4
Tobacco manufactures.....	197,637	21,012	17,034	809	2,669	9,816	10.6	5.6	84.4
Woolen, worsted, and felt goods, and wool hats.....	175,176	2,192	732	732	1,678	3,262	1.3	1.9	94.3
All other industries.....	1,916,361	117,982	59,596	29,811	36,026	149,668	6.2	7.6	86.2

THE BULK AND WEIGHT OF OUR RAINFALL.

To anyone who is familiar only with the customary method of stating rainfall, it is somewhat startling to learn, for instance, that 43.9 cubic miles of rain fell in Missouri during the year 1896. This is decidedly more impressive than the statement that the rainfall was about 41 inches. In the same year 1996.4 cubic miles of water is computed to have fallen over the whole of the United States, and the average annual rainfall is somewhat greater than this—viz., 1,308 cubic miles, weighing 6,000,000,000,000 tons. As an illustration of the fact that most of the water that falls as rain never reaches the sea through the medium of drainage, but is evaporated from the land, it has been shown that the discharge of the Mississippi River at St. Louis is but little greater than the volume of rainfall over the State of Missouri alone, despite the enormous area drained by the river above that point.

DISTRIBUTION OF EXPENSES IN PERCENTAGES FOR THE LEADING INDUSTRIES 1909.

INDUSTRY.	PER CENT OF TOTAL EXPENSES REPORTED.			
	Salaries.	Wages.	Materials.	Miscellaneous expenses.
All industries	5.1	18.6	65.8	10.5
Agricultural implements.....	8.6	24.3	51.1	16.0
Automobiles, including bodies and parts.....	4.5	23.1	62.5	9.9
Boots and shoes, including cut stock and findings.....	3.9	20.6	69.6	5.9
Brass and bronze products.....	4.1	17.3	72.6	6.0
Bread and other bakery products.....	4.0	17.4	69.9	8.6
Butter, cheese, and condensed milk.....	1.4	4.3	91.0	3.3
Canning and preserving.....	5.6	13.5	72.0	9.0
Carriages and wagons and materials.....	5.7	27.0	58.9	8.4
Cars and general shop construction and repairs by steam-railroad companies.....	4.3	44.7	49.2	1.8
Cars, steam-railroad, not including operations of railroad companies.....	4.3	23.0	66.7	6.0
Chemicals.....	6.5	15.0	68.2	10.3
Clothing, men's, including shirts.....	5.2	20.7	57.9	16.2
Clothing, women's.....	6.0	23.0	61.1	9.9
Confectionery.....	7.6	13.1	67.9	11.4
Copper, tin, and sheet-iron products.....	5.8	22.4	63.7	8.1
Cotton goods, including cotton small wares.....	2.6	24.0	66.9	6.5
Electrical machinery, apparatus, and supplies....	10.0	24.5	53.8	11.7
Flour-mill and gristmill products.....	1.5	2.6	92.8	3.1
Foundry and machine-shop products.....	8.7	29.8	50.1	11.4
Furniture and refrigerators.....	7.3	30.8	51.0	10.9
Gas, illuminating and heating.....	10.9	18.4	46.2	24.5
Hosiery and knit goods.....	4.4	25.5	62.7	7.4
Iron and steel, blast furnaces.....	1.8	6.8	88.4	3.0
Iron and steel, steel works and rolling mills.....	2.9	18.3	73.9	4.8
Leather goods.....	7.2	19.3	64.6	8.9
Leather, tanned, curried, and finished.....	2.2	10.5	81.2	6.1
Liquors, distilled.....	1.0	1.6	18.4	79.0
Liquors, malt.....	7.6	13.7	32.2	46.5
Lumber and timber products.....	4.8	32.0	51.0	12.2
Marble and stone work.....	6.7	44.8	39.4	9.1
Oil, cottonseed, and cake.....	3.1	4.3	87.7	4.9
Paint and varnish.....	9.3	7.4	71.1	12.2
Paper and wood pulp.....	4.0	17.2	69.7	9.1
Patent medicines and compounds and druggists' preparations.....	14.9	8.7	44.1	32.4
Petroleum, refining.....	1.8	4.4	89.6	4.2
Printing and publishing.....	16.7	26.6	32.6	24.1
Silk and silk goods, including throwsters.....	4.2	21.8	60.8	13.2
Slaughtering and meat packing.....	1.5	3.9	91.3	3.3
Smelting and refining, copper.....	0.7	3.8	94.4	1.1
Smelting and refining, lead.....	0.9	3.4	94.8	0.9
Sugar and molasses, not including beet sugar....	0.9	2.8	92.6	3.7
Tobacco manufactures.....	4.6	19.0	48.4	28.0
Woolen, worsted, and felt goods, and wool hats..	2.6	18.7	72.9	5.8
All other industries.....	6.4	21.1	62.1	10.5

salted during the year. 49,494,338 pounds of cod, with a value of \$3,077,612, were salted during this period; and 9,045,469 pounds of mackerel, with a value of \$740,513.

RICE, CLEANING AND POLISHING.

In 1909 there were 974,747,475 pounds of rice treated, 970,873,740 of which were domestic and 3,873,735 of which were of foreign growth. The total value of the products derived therefrom amounted to

\$22,371,457. There were 626,089,489 pounds of rice, valued at \$20,685,982, produced in the United States, 477,589,004 of which, valued at \$17,398,736, were whole and 148,500,485 pounds of which, valued at \$3,287,246, were broken. There was 29,821,813 pounds of polish, valued at \$362,052, produced from rice during the year; 91,208,529 pounds of bran, valued at \$736,215; \$166,147 worth of hulls and waste; and \$421,061 worth of all other rice products.



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THE MEATS WE EAT.

FLOUR AND GRIST MILL PRODUCTS.

	1909	1904	1900
MATERIALS.			
Total cost.....	\$767,576,479	\$619,971,161	\$498,116,757
Grain ground or milled, bushels.....	806,247,961	754,945,729	729,061,820
Wheat.....	496,490,314	494,095,083	471,303,966
Corn.....	209,231,237	178,217,321	180,673,078
Rye.....	11,503,969	11,480,370	10,083,361
Buckwheat.....	7,186,062	6,531,305	5,490,156
Barley.....	24,509,770	18,628,562	10,067,348
Oats.....	50,241,598	45,381,009	47,175,766
Other.....	7,075,011	612,089	4,360,107
PRODUCTS.			
Total value.....	\$863,594,405 ¹	\$713,083,395 ²	\$501,396,304
Wheat flour:			
Barrels.....	105,756,645	104,013,278	99,763,777
Value.....	\$550,116,254	\$480,258,514	\$333,997,686
White—			
Barrels.....	105,321,969	103,608,350	(³)
Value.....	\$548,017,654	\$478,484,601	(³)
Graham—			
Barrels.....	434,676	404,928	(³)
Value.....	\$2,098,600	\$1,773,913	(³)
Rye flour:			
Barrels.....	1,532,139	1,503,100	1,443,339
Value.....	\$5,383,538	\$5,892,106	\$4,145,565
Buckwheat flour:			
Pounds.....	176,081,891	175,354,082	143,190,724
Value.....	\$4,663,561	\$4,379,359	\$3,190,152
Barley meal:			
Pounds.....	28,550,962	68,508,656	91,275,646
Value.....	\$486,000	\$922,884	\$963,710
Corn meal and corn flour:			
Barrels.....	21,552,737	23,624,693	27,838,811
Value.....	\$66,941,095	\$66,368,556	\$62,167,739
Hominy and grits:			
Pounds.....	627,987,702	766,861,398	291,726,145
Value.....	\$12,509,493	\$8,455,420	\$2,667,084
Feed:			
Tons (2,000 pounds).....	5,132,369	3,456,796	3,993,080
Value.....	\$140,541,915	\$76,096,127	\$63,011,421
Offal:			
Tons (2,000 pounds).....	4,104,042	4,468,626	3,164,406
Value.....	\$89,814,427	\$76,105,532	\$36,679,196
All other cereal products—"breakfast foods," oatmeal, rolled oats, etc., value.....	\$4,720,106	(³)	(³)
All other products, value.....	\$7,408,016	\$4,554,895	\$4,673,751
EQUIPMENT.			
Pairs of rolls.....	76,866	80,822	67,141
Runs of stone.....	11,185	10,609	10,939
Attrition mills.....	981	(⁴)	(⁴)

¹ In addition, merchant-ground products, valued at \$1,637,228, were made by establishments engaged primarily in the manufacture of products other than those covered by the industry designation. The items covered by this amount were wheat flour, 105,477 barrels, valued at \$614,952; corn meal, 32,804 barrels, valued at \$87,507; rye flour, 2,620 barrels, valued at \$12,330; feed, 33,765 tons, valued at \$907,165; and offal, 627 tons, valued at \$15,274; and in addition, "breakfast foods," to the value of \$35,978,613, were made by establishments engaged primarily in the manufacture of food preparations. See note to table on page 73, for custom ground by-products.

² In addition, "breakfast foods," to the value of \$23,904,952, were made by establishments engaged primarily in the manufacture of food preparations.

³ Not reported separately.

⁴ Not reported.

SUGAR.

The total acreage of sugar beets planted in the United States amounted to 415,964. Of these 29,459 were planted directly by the factory; 18,166 by tenants of the factory; 368,339 on contract by others than tenants of the factory. There were 3,965,356 tons of beets used in the industry. Of these 266,768 were grown directly by the factory; 163,843 tons by tenants of the factory; and 3,534,745 tons on contract by others than the tenants of the factory. The total value of the products derived from the beets was \$48,122,383. Of this 496,807 tons of granulated sugar were valued at \$45,645,810; 4,875 tons of raw sugar were valued at \$291,819; 20,812,747 gallons of molasses or syrup were valued at

\$1,129,905; beet pulp was valued at \$795,900; and all other products were valued at \$258,949.

The total value of all the sugar produced in the United States during the year 1909 was \$77,991,683, and of this \$48,122,383 was derived from the sugar-beet industry, and \$29,869,300 from the cane-sugar industry. There were 828,540 tons of sugar produced, the total value of which was \$72,033,302, of which amount 501,862 pounds, valued at \$45,937,629, were beet sugar, and 326,858 pounds, valued at \$26,095,673, were cane sugar. The total value of molasses, syrup, and all other products produced of either cane or beet was \$5,958,381.

III. TEXTILES.

RUGS AND CARPETS.

During the year 1909 there were 57,176,729 square yards of carpets, with a value of \$48,475,889, manufactured in the United States. During the same period there were 24,042,152 square yards of rugs, valued at \$18,490,449, woven in the United States.

CORDAGE AND TWINE AND JUTE AND LINEN GOODS.

The total value of the cordage and twine and jute and linen goods produced in the United States during the year 1909 was \$61,019,986. The total value of the rope and binder twine for the same year was \$33,930,306; of the twine not including binder, \$8,934,352; of the yarns for sale, \$5,434,037; of the 6,530,503 pounds of linen thread used, \$3,407,008; of the 69,311,288 square yards of gunny-bagging, \$3,507,482; and of the 2,206,114 square yards of jute carpets and rugs, \$549,221.

FELT GOODS.

The aggregate cost of the material required in the production of the felt goods of the United States during the year 1909 was \$6,967,206, and the total value of these products for the same period was \$11,852,626. There were 3,764,468 square yards of felt cloths, valued at \$1,381,854, produced in that year.

HATS, FUR-FELT AND WOOL-FELT.

The value of the 2,989,252 dozens of fur-felt hats produced during the year 1909 was \$43,442,466, and the value of the 366,370 dozen of fur-felt hat bodies and hats in the rough for the same period was \$2,703,738.

The total value of the 590,957 dozen wool-felt hats produced in the United States during the year 1909 was \$3,646,787.

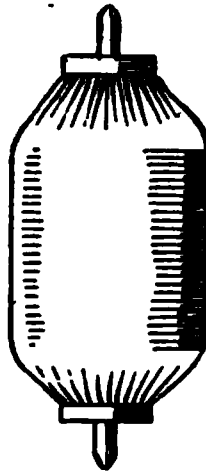
HOSIERY AND KNIT GOODS.

There were, during the year 1909, 62,825,069 dozen pair of hosiery produced in the United States and they were valued at \$68,721,825. During the same period there were 25,337,779 dozen shirts and drawers produced, with a total value of \$69,592,817;

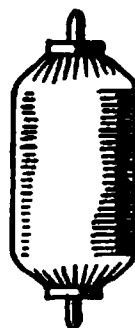
2,473,103 dozen combinations, with a value of \$14,853,536; sweaters, cardigan jackets, etc., to the value of \$22,430,817; and gloves and mittens to the value of \$7,296,887. In the production of the hosiery and knit goods of the United States there were 2,681 sets of cards used; 736,774 spindles; 112,206 knitting machines of all classes, and 43,885 sewing machines of all classes.

COTTON GOODS.

The total cost of the 2,335,344,906 pounds of cotton material consumed in the production of cotton goods during the year 1909 was \$274,724,210. The total value of the cotton goods produced from these materials was \$628,391,813, divided as follows: 6,348,568,593 square yards of woven goods, valued at \$456,089,401; 23,700,957 pounds of thread, valued at \$20,516,269; and 13,715,771 pounds of twine, valued at \$2,417,391. There were 27,425,608 producing spindles used during the year, and 665,049 looms of all classes.



UNITED KINGDOM
54,000,000



U.S.A.
24,000,000



GERMANY
9,000,000



RUSSIA
8,000,000



FRANCE
6,000,000



INDIA
5,800,000

CHIEF MANUFACTURING COUNTRIES.
(Number of Spindles).



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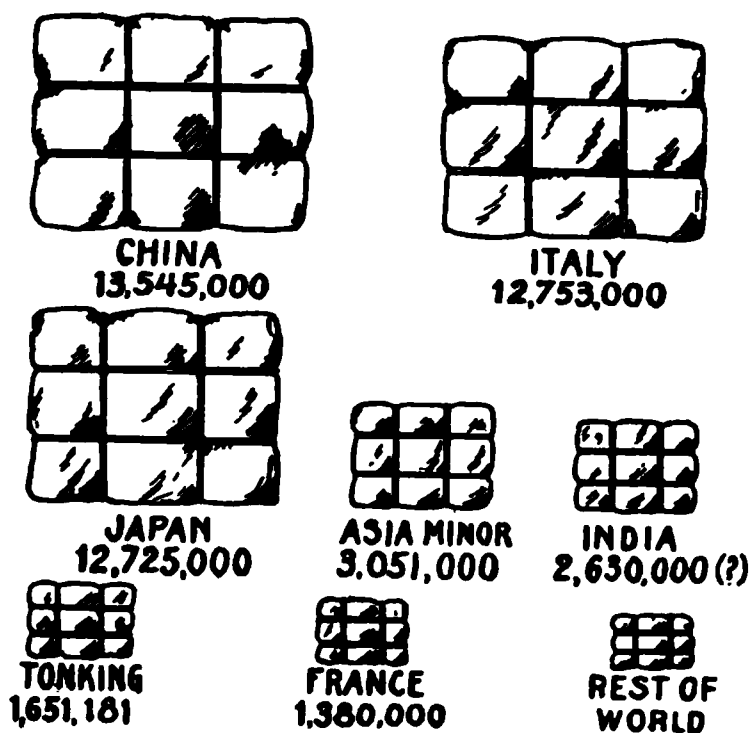
**THE MAGNITUDE OF THE COTTON INDUSTRY, FROM COTTON BOLL
TO FINISHED PRODUCT.**

OILCLOTH AND LINOLEUM.

The total value of the oilcloth and linoleum produced in the United States during the year 1909 was \$26,253,796. The oilcloth, valued at \$11,681,012, was divided as follows: 18,354,851 square yards of floor oilcloth, valued at \$3,776,660; 17,338,440 square yards of enameled oilcloth, valued at \$2,265,146; 61,168,777 square yards of table oilcloth, valued at \$5,639,206. The total value of the linoleum produced in the United States during the same period was \$10,844,928. The value of the artificial leather produced in the United States during the same period was \$3,448,617.

SILK AND SILK GOODS.

The total cost of the materials used in the production of the silk products of the United States was \$107,766,916. There were 17,472,204 pounds of raw silk, valued at \$67,787,037, required; 2,212,972 pounds of spun silk, valued at \$4,848,789, used; 914,494 pounds of artificial silk, valued at \$1,926,894; 3,377,972 pounds of organzine and tram, valued at \$14,679,719, purchased; \$1,637,187 dollars worth of fringe and floss, including waste, noils, etc.; 14,111,878 pounds of cotton and mercerized yarn, valued at \$5,811,582; 610,588 pounds of woolen or worsted yarns, valued at \$765,989; 710,108 pounds of mohair yarn valued at \$640,529; and 353,780 pounds of all other kinds of yarn, valued at \$456,597. Chemicals and dyestuffs, cost \$1,062,313; and all other materials used in the production of silk and silk goods cost \$8,150,280.



SILK.

A YEAR'S PRODUCTION.

The products of the silk and silk goods industry in the United States during the year 1909 were valued at \$106,911,667. Of this amount \$107,881,146 were derived from the manufacture of 185,707,316 yards of broad silk, as follows: \$53,282,704 from the manufacture of 81,934,158 yards of all silk, plain and fancies; \$14,207,861 from the 24,742,556 yards of silk mixed, plain and fancies; \$9,835,345 from the 13,249,090 yards of all silk jacquard; \$3,473,799 from the 6,043,686 yards of

silk mixed jacquard; \$11,353,242 from the 19,693,393 yards of all piece-dyed broad silk, and \$15,728,195 from the 40,044,433 yards of mixed piece-dyed broad silk; \$4,767,990 from the 10,093,583 yards of velvet; \$2,104,768 from the 2,759,411 yards of plushes; \$382,820 from the 226,717 yards of tapestries and upholstery; \$32,744,873 from ribbons; \$1,350,850 laces, nets, veils, veiling, etc.; \$485,322 from embroideries; \$824,527 from fringes and gimps; \$4,483,248 from braids and bindings; \$3,850,448 from trimmings; \$6,341,719 from the 1,088,780 pounds of machinist twine; \$4,179,355 from the 747,246 pounds of sewing, embroidery, wash, fringe and floss silks; \$12,550,510 from the 2,740,319 pounds of organzine and tram; and \$2,104,066 from the 779,462 pounds of spun silk. The value of all other products of the silk and silk goods industries amounted to \$4,495,675; and the value of all the work done on materials for others amounted to \$8,364,350.

WOOLEN AND WORSTED GOODS.

The total cost of all the materials required in the manufacture of all the woolen and worsted goods produced in the United States during the year 1909 amounted to \$273,438,570. This amount was divided as follows: 474,755,366 pounds of wool in the condition purchased, value \$136,666,917, of which 310,602,279 pounds were domestic wool, with a value of \$85,018,238, and 164,153,087 pounds were foreign wool, with a value of \$51,648,679; mohair, camel, alpaca and vicuna hair, 7,805,422 pounds, value \$2,399,123; cow and other animal hair, 17,356,100 pounds, value \$932,911; cotton, 20,024,061 pounds, value \$2,515,409; tailors' clippings, rags, etc., 40,402,460 pounds, value \$2,856,966; shoddy, mungo and wool extract purchased, 21,454,187 pounds, value \$3,058,214; waste and noils of wool, mohair, camel hair, etc., purchased, 26,473,311 pounds, value \$7,523,283; tops purchased, 20,828,245 pounds, value \$14,614,527; woolen yarns purchased, 931,222 pounds, value \$558,270; worsted yarns purchased, 59,148,771 pounds, value \$56,033,701; merino yarns purchased, 1,971,709 pounds, value \$318,456; cotton yarns purchased, 39,169,388 pounds, value \$10,492,185; silk and spun silk yarns, 282,536 pounds, value \$1,142,663; all other yarns, 1,046,735 pounds, value \$40,739; chemicals and dyestuffs, value \$8,820,928; and all other materials, value \$25,464,278.

The total value of all the products of the woolen and worsted goods manufactories was \$419,743,521. This amount was derived from the following products: All-wool woven goods, 322,944,365 square yards, value \$219,853,767; wool cloths, doeskins, cassimeres, chevots, etc., 40,843,979 square yards, value \$29,291,059; worsted coatings, serges and suitings, 119,655,069 square yards, value \$101,903,153; woolen overcoatings, 14,697,770 square yards, value \$11,230,856; worsted overcoatings and cloakings, 654,404 square yards, value \$821,688; wool dress goods, sackings, tricots, etc., and opera and similar flannels, 29,099,956 square yards, value \$16,385,498; worsted dress goods, cashmeres, serges, bunting, etc., 105,801,349 square yards, value \$54,030,376; carriage cloths, 1,782,855 square yards, value \$947,862; flannels for underwear, 3,856,553

square yards, value \$1,257,271; blankets, 5,137,903 square yards, value \$3,228,797; horse blankets, 247,395 square yards, value \$185,430; woven shawls, 704,153 square yards, value \$404,583; and all other all-wool woven goods, 463,179 square yards, value \$167,194; union, or cotton mixed, woven goods, 37,453,351 square yards, value \$14,327,973; unions, tweeds, chevots, cassimeres, etc., 18,917,478 square yards, value \$7,780,854; overcoatings and cloakings, 4,281,739 square yards, value \$2,363,381; sackings, tricots, dress goods and opera and similar flannels, 4,319,539 square yards,

value \$1,776,721; flannels for underwear, 7,063,572 square yards, value \$1,308,369; blankets, 1,717,758 square yards, value \$650,714; all other union, or cotton mixed, woven goods, 1,153,265 square yards, value \$447,934; all cotton-warp woven goods, 210,346,081 square yards, value \$62,265,854; all upholstering goods and sundries, value \$1,986,330; all partially manufactured products for sale, value \$115,032,285; all other products, value \$3,250,857. During the year there were 4,287,640 spindles, producing and doubling and twisting; also, 72,532 looms, all classes.

IV. IRON AND STEEL MANUFACTURES.

	1909		1909
MATERIALS.		PRODUCTS—continued.	
Total cost	\$320,637,889	<i>Pig iron, classified according to disposition—Continued.</i>	
Iron ore:		Produced for sale—	
Tons.....	48,353,677	Tons.....	9,793,595
Cost.....	\$187,264,001	Value.....	\$148,443,426
Domestic—			
Tons.....	46,006,930	<i>Pig iron, classified by grades (tons):</i>	
Cost.....	\$177,589,789	Bessemer, (0.04 to 0.10 per cent	
Foreign—		in phosphorus).....	10,147,052
Tons.....	1,747,747	Low phosphorus (below 0.04 per	
Cost.....	\$9,674,812	cent in phosphorus).....	248,720
Mill cinder, scrap, etc.:		Basic.....	7,741,759
Tons.....	1,982,530	Foundry.....	5,539,410
Cost.....	\$5,544,859	Forge or mill.....	586,685
Fluxes:		Malleable Bessemer.....	934,211
Tons.....	13,570,845	White, mottled, and miscellane-	
Cost.....	\$12,239,493	ous.....	110,810
Fuel, total cost ¹:	\$105,994,112	Direct castings.....	16,181
Coke—		Ferro alloys.....	326,970
Tons (2,000 pounds)	31,436,536	Spiegeleisen.....	142,223
Cost.....	\$102,134,423	Ferromanganese.....	82,208
Charcoal—		Ferrosilicon, including Besse-	
Bushels.....	38,032,618	mer ferrosilicon (7 per cent	
Cost.....	\$2,787,026	or over in silicon) and fer-	
Anthracite coal ² —		rophosphorus.....	102,539
Tons.....	265,401		
Cost.....	\$904,102	<i>Pig iron, classified by method of delivery</i>	
Bituminous coal ² —		or casting (tons):	
Tons.....	102,833	Delivered in molten condition...	12,197,686
Cost.....	\$168,561	Sand cast.....	7,655,568
All other materials, cost.....	\$9,594,824	Machine cast.....	5,096,797
		Chill cast.....	685,566
		Direct castings.....	16,181
PRODUCTS.		EQUIPMENT.	
Total value	\$391,429,283	Furnaces in active establishments:	
Pig iron:		Completed stacks at end of year—	
Tons.....	25,651,798	Number.....	388
Value.....	\$387,830,443	Daily capacity, tons.....	101,447
All other products, value.....	\$3,598,840	Active during the year—	
<i>Pig iron, classified according to fuel used:</i>		Number.....	370
Bituminous, chiefly coke—		Daily capacity, tons.....	98,973
Tons.....	³ 24,608,572	In course of construction at end	
Value.....	\$369,684,636	of year—	
Anthracite coal and coke mixed		Number.....	10
and anthracite alone—		Daily capacity, tons.....	4,100
Tons.....	670,991		
Value.....	\$10,962,150	Pig-casting machines, number.....	104
Charcoal—		Granulated slag pits:	
Tons.....	372,235	Number.....	85
Value.....	\$7,183,657	Annual capacity, tons.....	5,699,259
<i>Pig iron, classified according to dispo-</i>		Gas engines operated with blast-fur-	
sition:		nace gas:	
Produced for consumption in		Number.....	85
works of company reporting—		Horsepower.....	198,040
Tons.....	15,858,203		
Value.....	\$239,387,017		

IRON AND STEEL.

	1909		1909
I. MATERIALS.		II. PRODUCTS—continued.	
Total cost.....	\$657,500,856	Iron—	
Iron and steel:¹		Tons.....	21,330
<i>For furnaces and hot rolls—</i>		Value.....	\$711,127
Tons.....	30,388,755	Bars and rods, including merchant,	
Cost.....	\$515,769,588	shovel, finger, and horseshoe bars,	
Pig iron and ferroalloys—		spike, chain, bolt, and nut rods,	
Tons.....	19,076,889	etc. (but not including wire rods,	
Cost.....	\$297,471,122	sheet and tin-plate bars, splice	
Pig iron—		bars, and bars for reenforced con-	
Tons.....	18,712,304	crete):	
Cost.....	\$282,663,740	Tons.....	3,784,248
Ferroalloys—spiegeleisen,		Value.....	\$121,488,423
ferromanganese, etc.—		Bars for reenforced concrete:	
Tons.....	364,585	Tons.....	191,358
Cost.....	\$14,807,382	Value.....	\$5,588,963
Scrap, including old rails not in-		Wire rods:	
tended for rerolling—		Tons.....	2,295,279
Tons.....	4,803,617	Value.....	\$61,947,958
Cost.....	\$72,722,831	Plates and sheets, not including	
Ingots, blooms, billets, slabs,		black plates or sheets for tinning,	
muck and scrap bar, rerolling		nail and tack plates, tie-plates,	
rails, and sheet and tin-plate		fishplates, or armor plates:	
bars—		Tons.....	3,332,733
Tons.....	6,508,249	Value.....	\$133,272,393
Cost.....	\$145,575,635	Black plates, or sheets, for tinning:	
<i>Rolled forms for further manufacture—</i>		Tons.....	631,435
Skelp—		Value.....	\$30,955,967
Tons.....	176,717	Skelp, flue and pipe:	
Cost.....	\$5,704,856	Tons.....	2,084,286
Wire rods—		Value.....	\$64,514,728
Tons.....	146,425	Hoops, bands, and cotton ties:	
Cost.....	\$4,252,695	Tons.....	341,043
Iron ore:		Value.....	\$10,429,681
Tons.....	835,338	Nail and tack plates:	
Cost.....	\$4,292,963	Tons.....	68,557
All other materials, cost.....	\$127,480,754	Value.....	\$2,540,022
II. PRODUCTS		Axles, car, locomotive, automobile,	
Total value.....	\$985,722,534	wagon, carriage, etc., rolled or	
Rolled, forged, and other classified prod-		forged:	
ucts, steel and iron:		Tons.....	102,348
Tons.....	26,723,274	Value.....	\$3,831,344
Value.....	\$863,342,711	Armor plates, gun forgings, and ord-	
Rails—		nance:	
Tons.....	2,858,599	Tons.....	26,845
Value.....	\$81,128,295	Value.....	\$10,649,079
Bessemer steel—		Blooms, billets, and slabs, pro-	
Tons.....	1,643,527	duced for sale or for transfer to	
Value.....	\$44,727,515	other works of same company:	
Open-hearth steel, basic—		Tons.....	4,887,796
Tons.....	1,215,072	Value.....	\$108,514,747
Value.....	\$36,400,780	Rolled forging blooms and billets	
Rerolled or renewed rails—		produced for sale or for transfer to	
Tons.....	106,352	other works of same company:	
Value.....	\$2,683,017	Tons.....	84,383
Rail fastenings (splice bars, tie-		Value.....	\$2,247,133
plates, fishplates, etc.)—		Sheet and tin-plate bars produced	
Tons.....	396,911	for sale or for transfer to other	
Value.....	\$14,488,412	works of same company:	
Structural shapes, not including		Tons.....	1,652,761
plates used for making girders—		Value.....	\$37,745,269
Tons.....	2,123,630	Muck and scrap bar produced for	
Value.....	\$65,564,593	sale or for transfer to other works	
Steel—		of same company:	
Tons.....	2,102,300	Tons.....	174,496
Value.....	\$64,853,466	Value.....	\$4,986,211
Open-hearth—		All other rolled steel or iron:	
Tons.....	1,934,230	Tons.....	566,627
Value.....	\$59,789,948	Value.....	\$39,570,061
Bessemer—			
Tons.....	168,070		
Value.....	\$5,063,518		

IRON AND STEEL—Continued.

	1909		1909
II. PRODUCTS—continued.		IV. MANUFACTURES FROM ROLLING-MILL PRODUCTS.	
Rolled, forged, and other classified products, steel and iron—Continued.		(Made in mill producing, value previously included.)	
Ingots produced for sale or for transfer to other works of same company:		Wire and wire products:	
Tons.....	142,745	Tons (2,000 pounds)	1,634,855
Value.....	\$3,593,726	Value.....	\$71,624,024
Direct steel castings:		Pipes and tubes:	
Tons.....	504,856	Wrought welded—	
Value.....	\$38,862,448	Tons.....	1,314,771
All other forged steel and iron, not including remanufactures of rolling-mill products:		Value.....	\$68,471,573
Tons.....	365,986	Seamless, hot-rolled or drawn—	
Value.....	\$18,740,241	Tons.....	54,273
All other products, value		Value.....	\$5,650,739
Miscellaneous steel and iron products not rolled, including value added to iron and steel rolling-mill products by further manufacture, value.....	\$122,379,823	All other, including clinched, riveted, etc., but not including cast:	
Scrap steel or iron produced for sale or for transfer to other works of same company:		Tons.....	17,561
Tons.....	1,238,554	Value.....	\$986,099
Value.....	\$18,163,624	Bolts, nuts, rivets, forged spikes, washers, etc.:	
All products other than steel and iron, value.....		Kegs (200 pounds).....	4,471,985
	\$17,681,830	Value.....	\$20,638,858
III. STEEL.		Cut nails and spikes:	
Total production:		Kegs (100 pounds).....	1,009,319
Tons.....	23,473,718	Value.....	\$2,218,207
Value (included above).....	\$478,736,988	Horse and mule shoes:	
Classified according to process:		Kegs (200 pounds).....	996,383
Open-hearth—		Value.....	\$7,202,897
Tons.....	14,176,054	Springs, car, furniture, and all other, not including wire springs:	
Value.....	\$292,360,129	Tons.....	6,191
Basic—		Value.....	\$374,924
Tons.....	13,210,419	Switches, frogs, crossings, etc.:	
Value.....	\$262,529,822	Tons.....	28,608
Acid—		Value.....	\$2,471,008
Tons.....	965,685	Galvanized plates or sheets:	
Value.....	\$29,830,307	Tons.....	431,658
Bessemer—		Value.....	\$25,912,056
Tons.....	9,190,291	Stamped ware:	
Value.....	\$178,232,848	Tons.....	24,612
Crucible and miscellaneous—		Value.....	\$2,206,707
Tons.....	107,373	Shovels, spades, scoops, etc., value.....	
Value.....	\$8,144,011		\$540,321
Classified according to form:		V. PRODUCTS SOLD FOR EXPORT.	
Ingots—		(By establishments producing.)	
Tons.....	22,968,862	Total tons.....	
Value.....	\$439,874,540		867,646
Castings—		Rails.....	317,455
Tons.....	504,856	Rail fastenings.....	20,118
Value.....	\$38,862,448	Pipes and tubes.....	89,377
Duplex process—open-hearth steel partly purified in Bessemer converters before finishing in open-hearth furnaces (included above), tons.....		Sheet and tin-plate bars.....	85,123
	522,682	Plates and sheets.....	80,706
Alloyed steels, nickel, tungsten, titanium, chrome, vanadium, etc. (included above), tons.....		Galvanized plates or sheets.....	79,246
	158,216	Structural shapes.....	69,764
Classified according to process:		Bars and rods.....	48,938
Open-hearth.....		Wire rods.....	18,738
Basic.....	100,335	Blooms, billets, and slabs.....	18,021
Acid.....	86,242	Skelp.....	10,703
Bessemer.....	14,093	Miscellaneous.....	29,457
Crucible and miscellaneous.....	45,324		
Classified according to form:		VI. EQUIPMENT.	
Ingots.....		Steel plants: Daily capacity of steel furnaces and converters, tons of steel, double turn	
Castings.....	151,300		108,716
	6,916	Open-hearth furnaces—	
		Number.....	687
		Daily capacity, tons of steel, double turn.....	61,601
		Basic—	
		Number.....	549
		Daily capacity, tons of steel, double turn.....	55,273
		Acid—	
		Number.....	138
		Daily capacity, tons of steel, double turn.....	6,328

IRON AND STEEL—Continued.

	1909
VI. EQUIPMENT.—continued.	
Converters, Bessemer or modified Bessemer—	
Number.....	99
Daily capacity, tons of steel, double turn.....	45,963
Crucible furnaces—	
Number.....	257
Number of pots that can be used at a heat.....	3,840
Daily capacity, tons of steel, double turn.....	840
All other steel furnaces—	
Number.....	16
Daily capacity, tons of steel, double turn.....	292
Metal mixers—	
Number.....	59
Capacity, tons.....	14,343
Rolling mills: Daily capacity of rolled steel and iron, double turn, tons.....	150,403

PRODUCTION OF COKE.

The total cost of the materials used in the production of coke, was \$65,388,124. The cost of the coal charged into ovens, was \$59,354,937. The total value of the coke produced, was \$98,078,383; 39,315,065 tons were valued at \$89,965,483. Among by-products obtained in the manufacture of coke was gas, which measured in thousands of cubic feet, amounted to 76,590,763 of which 60,799,543 cubic feet (thousands) were used in process or wasted and 15,791,220 cubic feet (thousands) were sold at a value of \$2,609,211. 60,126,006 gallons of tar were obtained having a value of \$1,408,611; of sulphate ammonia, or its equivalent in sulphate, 123,111,197, valued at \$3,227,316. At the end of the year 1909, the number of ovens in use in the United States was 103,982. 201 had been abandoned during the year, and 2,950 were building.

Coal seems to have been used for fuel by the ancient Britons, but the first proper notice we have is that it was mined in Newcastle 1233.

AGRICULTURAL IMPLEMENTS.

PRODUCT.	1909	PRODUCT.	1909
Total value.....	\$146,329,268	Drills— continued.	
Implements of cultivation.....	\$35,246,030	Corn.....	20,137
Seeders and planters.....	\$13,679,921	Disk.....	21,292
Harvesting implements.....	\$34,568,131	Grain.....	68,611
Seed separators.....	\$11,030,412	All other.....	32,507
All other products.....	\$48,690,082	Seed sowers.....	7,847
Amount received for repair work.....	\$3,114,692	Harvesting implements:	
Principal kind of implements, by number.		Grain cradles.....	22,635
Implements of cultivation:		Harvesters—	
Cultivators—		Bean.....	1,409
Beet.....	3,172	Corn.....	19,693
Small.....	469,696	Grain.....	129,274
Wheeled.....	435,429	Harvesters and thrashers combined.....	543
Cotton scrapers.....	20,180	Other.....	1,707
Harrows—		Hay carriers.....	45,064
Disk.....	193,000	Hayforks, horse.....	43,675
Spring-tooth.....	112,832	Hay loaders.....	34,705
Spike-tooth.....	394,988	Hayrakes, horse.....	206,260
Listers.....	44,840	Haystackers.....	17,212
Plows—		Hay tedders.....	34,396
Disk.....	22,132	Mowers.....	359,264
Gang.....	91,686	Potato diggers, horse.....	25,632
Shovel.....	254,737	Reapers.....	58,294
Steam.....	2,355	Seed separators:	
Sulky or wheel.....	134,936	Clover hullers.....	437
Walking.....	1,110,006	Corn huskers.....	372
Seeders and planters:		Corn huskers and shredders.....	1,240
Seeders—		Corn shellers—	
Broadcast.....	38,007	Hand.....	74,223
Combination.....	23,963	Power.....	9,049
Corn planters—		Fanning mills.....	33,805
Hand.....	96,465	Thrashers—	
Horse.....	122,780	Horsepower.....	822
Cotton planters.....	79,271	Steam power.....	23,586
Potato planters.....	23,092		

The total cost of the materials used in the manufacture of Glucose and Starch was \$36,898,771. The total value of the manufactured products was \$48,799,311; 677,535,647 pounds of starch were valued at \$17,514,823; 769,-

660,210 pounds of glucose, including all sirups, valued at \$17,922,514; 159,060,478 pounds grape sugar, valued at \$3,620,816; 8,164,175 gallons corn oil, valued at \$2,802,763.

TIN AND TERNE PLATE.

	1909		1909
MATERIALS.		PRODUCTS—continued.	
Total cost.....	\$41,839,494	Tin plates—	
Black plates or sheets:		Pounds.....	1,123,085,875
Pounds.....	1,321,071,691	Value.....	\$38,269,885
Cost.....	\$39,981,151	Terne plates—	
Produced by the establishment		Pounds.....	181,344,357
reporting:		Value.....	\$7,555,261
Pounds.....	1,291,048,109	Other sheet iron or sheet steel tinned	
Cost.....	\$39,345,224	or terne-plated, taggers tin, etc.:—	
Purchased:		Pounds.....	19,400,924
Pounds.....	20,023,582	Value.....	\$520,465
Cost.....	\$735,917	All other products, value.....	\$1,634,034
Coating metals:			
Pounds.....	40,927,759	EQUIPMENT.	
Cost.....	\$9,670,087	<i>Tin or terne sold at end of year:</i>	
Tin, including tin contents of terne		Completed—	
mixture purchased—		Number.....	543
Pounds.....	31,077,051	Usually employed on tin	
Cost.....	\$9,285,718	plates.....	450
Lead, including lead contents of		Usually employed on	
terne mixture purchased—		terne plates.....	113
Pounds.....	9,850,108	Daily capacity, single turn,	
Cost.....	\$434,319	pounds.....	3,795,972
In condition purchased—		Tin plates.....	2,053,915
Pig tin—		Terne plates.....	740,057
Pounds.....	29,539,287	Daily capacity as operated,	
Cost.....	\$8,490,794	whether on single, double,	
Pig lead—		or triple turn, pounds.....	7,016,298
Pounds.....	2,708,496	Building, number.....	49
Cost.....	\$117,658	Black-plate department of establish-	
Terne mixture—		ments making their black plates:	
Pounds.....	9,632,906	Hot black-plate mills at end of	
Cost.....	\$1,091,487	year—	
All other materials, cost.....	\$3,338,245	Completed—	
		Number.....	335
PRODUCTS.		Annual capacity on triple	
Total value.....	\$47,949,645	turn, long tons.....	1,042,083
Tin and terne plates:		Building—	
Pounds.....	1,315,313,123	Number.....	20
Value.....	\$45,815,146	Annual capacity on triple	
		turn, long tons.....	35,000
		Cold mills, completed, number....	208

WIRE

The value of the metal used in the production of wire, amounted to \$115,655,427, while the total value of the products was \$180,083,522. There were produced 2,471,858 tons of steel and iron wire, having a value of \$120,585,637. There were also produced 13,920,861 kegs of wire nails and spikes, allowing 100 pounds to each keg, the total value being \$27,575,774. There were also produced 28,125 tons of wire brads, tacks and staples, having a value of \$1,324,170. The quantity of barbed wire manufactured was 323,565 tons, valued at \$14,581,517, woven wire, fencing, and poultry netting, had a tonnage of 422,127, valued at \$21,419,176, wire rope and strands had a tonnage of 45,303, the value being \$8,683,771, other manufactures of iron and steel wire, such as springs, bale ties, flat wire, etc., weighed 129,945 tons, and cost \$10,856,154.

There were produced in the United States in 1909, 154,231 tons of copper wire, valued at \$47,184,164. The equipment consisted of 43,697 wire drawing blocks, having an annual capacity of 3,213,574 tons; 4,428 wire nail machines, having an annual capacity of 18,756,995 kegs of 100 pounds each. There were 446 woven-wire fence machines, having an annual capacity, in tons, of 481,373.

The total value of the steel and iron wire products, 1909, was \$120,585,637; the wire mills were valued at \$47,934,204; the wire departments of rolling mills produced 1,649,929 tons, valued at \$72,651,433.

PRODUCTION OF SOAP.

The total cost of the materials used in the manufacture of this product in the United States in 1909 was \$72,179,418. Of tallow, grease, and other fats, 413,969,787 pounds were consumed, costing \$23,341,905; 11,856,837 gallons of coconut and palm-kernel oil, costing \$5,875,294; 24,221,712 gallons cottonseed oil, costing \$9,718,988; 207,296,447 pounds of rosin, costing \$4,362,412; 94,050,892 pounds hoofs, costing \$2,453,609; 52,172 tons

(2,000 pounds) caustic soda, costing \$2,212,232; 121,016 tons (2,000 pounds) soda ash, costing \$2,281,787.

The total value of the soap products of the United States in 1909 was \$111,357,777. 1,736,740,466 pounds of hard soap were made, valued at \$88,550,830; 44,052,615 pounds of soft soap, valued at \$943,676; 39,689,300 pounds of glycerin, valued at \$5,713,558.

V. TRANSPORTATION.

RAILROAD CARS.

The total value of all railroad cars constructed in all establishments throughout the United States, in 1909, was \$102,137,396. The value of the steam-railroad cars was \$94,874,287: Of these for passenger service were built 1,819 cars, valued at \$15,120,961; for freight service, 96,648 cars, valued at \$79,753,326. Of street-railroad cars, which were chiefly electric, there were built 2,772 cars, valued at \$7,263,109.

STEAM-RAILROAD CARS.

The total value of the products of this industry in the United States, in 1909, was \$123,729,627. Of steam-railroad cars for the passenger service there were constructed 1,801 cars, valued at \$13,829,607: of this class there were built 216 baggage and express cars, valued at \$1,105,779; 95 mail cars, valued at \$600,912; 957 passenger cars, valued at \$7,209,125; the chair, dining and buffet, parlor, sleeping, and all other cars, amounted to 333, valued at \$4,913,491. For the freight service the number of cars constructed, totaled 73,177, valued at \$61,691,825. Of these there were 20,728 box cars, valued at \$23,982,440; 11,473 coal and coke, valued at \$9,419,655; 4,232 flat cars, valued at \$2,043,801; 900 fruit cars, valued at \$784,476; 90 furniture cars, valued at \$70,515; 19,607 gondola or ore, valued at \$18,128,186; 2,618 refrigerator cars, valued at \$2,747,957; 2,349 stock cars, valued at \$1,586,008; 537 cabooses, valued at \$525,605; 2,643 other cars, valued at \$2,413,176. There were also built 603 street-railroad cars, valued at \$2,023,922. Of these 558 were passenger cars, valued at \$1,903,317; 45 other cars, valued at \$120,605.

CARS AND GENERAL SHOP CONSTRUCTION AND REPAIRS BY STEAM RAILROAD COMPANIES.

The cars and general shop construction and repairs made by the steam railroad companies in 1909, reached a total of \$405,600,727. The value of the car department was \$199,768,939. The value of the cars built was \$13,326,171. Of these there were 218 passenger cars, valued at \$1,291,354; 13,972 freight cars, valued at \$11,767,664; the number of all other cars manufactured was 359, valued at \$267,153. Repairs to cars of all kinds amounted to \$147,194,065.

CARS, STREET-RAILROAD.

The total value of the products of this industry in the United States, in 1909, was \$7,809,866. There were constructed 1,922 electric-railroad cars, valued at \$4,602,435: Of these there were 1,323 closed cars, valued at \$3,500,781; 369 combination cars, valued at \$704,309; 95 open cars, valued at \$141,008; 92 freight, express, and mail cars, valued at \$179,293; of all other varieties, 43, valued at \$77,044. There were steam-railroad cars built for freight service, 167, all classes—valued at \$111,813.

SHIPBUILDING, INCLUDING BOAT BUILDING.

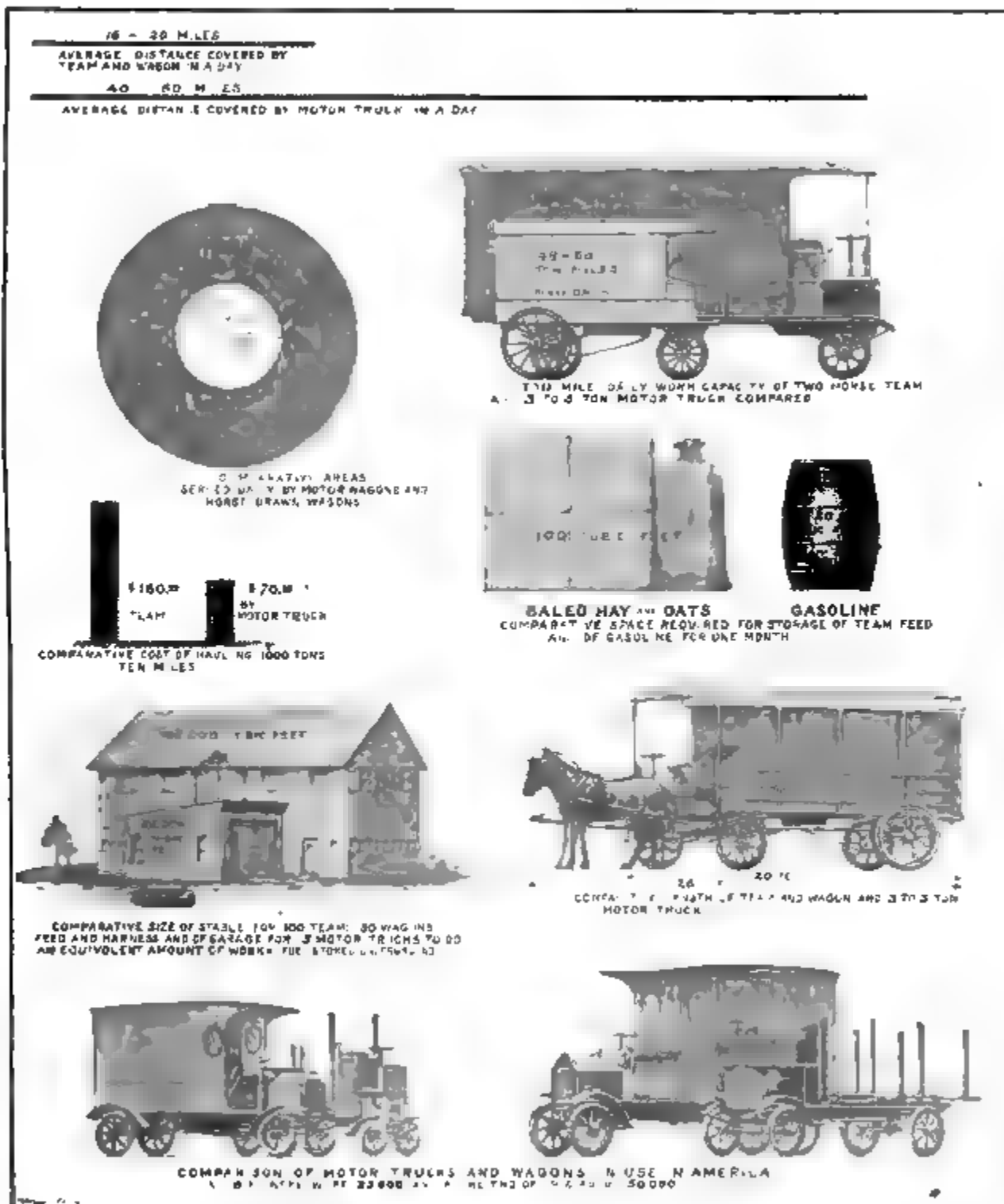
The total value of work done on the different classes of water craft, not in Government establishments, the value of the repair work, and all other products of the shipbuilding industry, in 1909, was \$73,360,315. Work done during the year on vessels and boats, amounted to \$42,310,925; vessels of 5 gross tons and over, \$37,718,018; boats of less than 5 gross tons, \$4,592,907; repair work, \$26,678,643.

BICYCLES, MOTORCYCLES, AND PARTS.

The total value of bicycles and motorcycles, and parts, manufactured in the United States in 1909, was \$10,698,567. 168,824 bicycles were manufactured, valued at \$2,436,996; 18,628 motorcycles were made, their value being \$3,015,988.

AUTOMOBILE INDUSTRY.

PRODUCT.	1909	
	Number.	Value.
Total value.....		\$949,982,976
Automobiles.....	126,893	161,399,734
Gasoline.....	126,893	153,529,603
Electric.....	2,226	7,269,439
Steam.....	2,374	3,480,241
Passenger vehicles (pleasure, family, and public conveyances) ..	123,326	159,039,301
Gasoline.....	117,423	149,630,232
Electric.....	2,221	6,028,828
Steam.....	2,374	3,480,241
Trucks.....	4,569	2,391,360
Gasoline.....	4,514	2,039,136
Electric.....	265	282,121
Runabouts.....	26,204	26,030,478
Gasoline.....	26,204	27,116,901
Electric.....	466	645,690
Steam.....	261	264,046
Touring cars.....	79,114	113,403,196
Gasoline.....	73,963	109,844,395
Electric.....	263	327,236
Steam.....	1,888	3,171,367
Closed (limousins, cabs, etc.).....	8,266	12,726,304
Gasoline.....	2,266	8,763,796
Electric.....	1,816	2,962,508
All other (omnibuses, sight-seeing wagons, ambulances, patrol wagons, etc.).....	1,223	2,486,690
Gasoline.....	769	1,767,139
Electric.....	459	674,615
Steam.....	26	43,936
Business vehicles (merchandise) ..	3,255	5,329,022
Gasoline.....	2,769	3,999,421
Electric.....	486	1,220,600
Steam.....		
Delivery wagons.....	1,993	1,919,356
Gasoline.....	1,643	1,474,043
Electric.....	317	444,763
Steam.....		
Trucks.....	1,266	2,166,619
Gasoline.....	1,089	2,364,703
Electric.....	276	790,828
Steam.....	27	146,086
All other.....	26	146,086
Gasoline.....	26	146,086
Electric.....	2	1,000
All other products, including bodies and parts.....		\$76,894,783
Amount received for custom work and repairing.....		6,317,966



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THE GREATER EFFICIENCY OF THE MOTOR TRUCK AS COM-
PARED WITH THE EFFICIENCY OF THE
HORSE-DRAWN WAGON.

CARRIAGES AND WAGONS AND MATERIALS.

The total value of carriages and wagons and materials manufactured in the United States, in 1909, was \$159,892,547. Of carriages (family and pleasure) there were made 828,411, valued at \$47,756,118; 587,685 wagons, valued at \$39,932,910, were manufactured; of these 154,631 were business wagons, their value being \$16,440,816; 429,952 farm wagons, valued at \$22,615,875; the remainder, government, municipal, etc., 3,102, valued at \$876,219. Of public conveyances (cabs, hacks, hansom, hotel coaches, omnibuses, etc.), 2,243 were manufactured, valued at \$939,267; 100,899 sleighs and sleds, valued at \$2,065,850.

CARS AND GENERAL SHOP CONSTRUCTION AND REPAIRS BY STREET-RAILROAD COMPANIES.

The cars and general shop construction and repairs by street-railroad companies in 1909, reached a total value of \$31,962,561. The value of the motive power and machinery department, was \$4,510,332. The value of the repairs to motors, etc., was \$4,004,336. The value of the car department was \$25,835,463. The value of all the cars built was \$626,752: Of these there were 129 passenger cars, valued at \$498,709; 63 freight cars, valued at \$59,102; of all other cars there were 51 built, valued at \$68,941.

VI. CLAY AND STONE PRODUCTS.

The total value of these products for the year 1909, was \$168,895,365. The value of the brick and tile, terra-cotta, and fire-clay products, was \$136,387,846; of common brick there were 9,787,671 thousand, valued at \$57,216,789; of fire brick, 838,167 thousand, valued at \$16,620,695; of the vitrified, paving, etc., 1,023,654 thousand, valued at \$11,269,586; front, including fancy colored and fancy or ornamental brick, 821,641 thousand, valued at \$9,886,292; the sand lime brick used had a value of \$1,150,580; the enameled brick were valued at \$993,902; the value of the drain tile was \$9,798,978; the sewer pipe used was valued at \$10,322,324; the value of the architectural terra-cotta was \$6,251,625; the fireproofing, terra-cotta lumber and hollow building tile, or blocks, was valued at \$4,466,708; the value of the tile, not drain, was \$5,291,963; the value of the stove lining was \$423,583; other material, valued at \$2,694,821. The value of the pottery manufactured was \$31,048,341.

BUILDING OPERATIONS.

In 1912 the total cost of buildings, according to reports of municipal authorities to the Bureau of Statistics, was \$683,506,372 against \$702,143,956 in 1911, and \$726,436,975 in 1910. The total number of permits for 1911 was 192,978.

CEMENT.

The total value of the cement product in 1909, for the United States, was \$63,205,455. There were manufactured 66,689,715 barrels of cement, valued at \$53,610,563; of this 64,991,431 barrels was Portland, valued at \$52,858,354; 1,537,638 was natural, valued at \$652,756; 160,646 barrels puzzolan, valued at \$99,453. The value of all other products of this industry, was \$9,594,892.

GLASS.

The total cost of the materials used in the manufacture of glass, in 1909, amounted to \$32,119,499, while the total value of these products was \$92,095,203. Of this amount the value of building glass aggregated \$26,308,438; included under this head are 6,921,611 50-foot boxes of window glass, valued at \$11,742,959; also included in this division is plate glass, of

which there was cast a total of 60,105,694 square feet; of this amount 47,370,254 square feet was polished glass, valued at \$12,204,875; the remainder, rough glass, made for sale, 205,690 square feet, valued at \$37,431. Of cathedral glass there were 7,405,980 square feet, valued at \$569,848; 15,409,966 square feet of skylight glass, valued at \$788,726. The value of the pressed and blown glass was \$27,398,445; Of this goods there was manufactured tableware, 100 pieces, 1,286,056 sets; jellies, tumblers, and goblets, 11,687,036 dozen; lamps, 322,482 dozen; chimneys, 6,652,967 dozen; lantern globes, 952,620 dozen; globes and other electrical goods, 11,738,798 dozen; shades, globes, and other gas goods, 1,541,449 dozen; blown tumblers, stem ware, and bar goods, 9,182,060 dozen; opal ware, 3,095,666 dozen; cut ware, 206,336 dozen. The value of the bottles and jars manufactured, was \$36,018,333. Of prescriptions, vials, and druggists' wares, 3,624,022 gross were made; 2,345,204 gross of beer, soda and mineral glassware; 1,887,344 gross of liquors and flasks; 440,302 gross milk jars; 1,124,485 gross fruit jars; of battery jars and other electrical goods, 9,981 gross; of patent and proprietary glassware, 1,637,798 gross; of packers and preservers, 1,237,175 gross; of demijohns and carboys, 122,570 dozen.

ARTIFICIAL ICE.

The total cost of the materials used in establishments for the manufacture of ice, in 1909, was \$1,021,913. By the compressor system there were used 3,097,191 pounds of anhydrous ammonia, costing \$826,222. By the absorption system there were used 369,093 pounds of anhydrous ammonia, valued at \$100,283. There were also used 1,670,698 pounds of aqua ammonia, valued at \$95,408.

The total value of the ice products for the year 1909 was \$42,953,055. Of the ice itself there was 12,647,949 tons (2,000 pounds each), valued at \$39,889,263: Of the can ice, 11,671,547 tons (2,000 pounds), valued at \$37,085,533; of the plate ice, 976,402 tons (2,000 pounds), valued at \$2,803,730.

The first permanent electric railway was operated near Berlin in 1881, and the first permanent elevated electric railway was operated in Chicago 1895.



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A MAMMOTH OFFICE BUILDING DISSECTED.
THE WHITEHALL BUILDING.

VII. LEATHER INDUSTRY.

	1909		1909
MATERIALS.		PRODUCTS—continued.	
Total cost.....	\$248,278,933	Leather—Continued.	
<i>Tanning.</i>		Sole—Continued.	
Hides ¹ (all kinds):		Chrome—	
Number.....	18,360,415	Sides.....	279,436
Cost.....	\$119,410,767	Value.....	\$1,634,954
Skins: ¹		Upper, other than calf or kip	
Number.....	97,680,571	skins, value.....	\$39,951,460
Cost.....	\$75,647,790	Grain, satin, pebble, etc.	
Calf and kip—		(side leather)—	
Number.....	19,732,638	Sides.....	7,946,769
Cost.....	\$31,790,572	Value.....	\$24,198,993
Goat—		Finished splits—	
Number.....	48,077,664	Number.....	8,134,229
Cost.....	\$27,833,214	Value.....	\$7,410,740
Sheep—		Patent and enameled shoe—	
Number.....	26,082,060	Sides.....	2,705,291
Cost.....	\$12,231,618	Value.....	\$8,341,727
All other—		Horsehides and coltskins—	
Number.....	3,788,209	Number.....	1,342,938
Cost.....	\$3,792,386	Value.....	\$4,953,145
<i>Currying.</i>		Calf and kip skins, tanned and	
Purchased rough leather used, cost...	\$9,556,257	finished—	
Sides—		Number.....	19,012,064
Number.....	1,468,213	Value.....	\$42,412,256
Cost.....	\$4,967,781	Grain finished—	
Grains—		Number.....	17,516,910
Sides.....	525,786	Value.....	\$39,982,447
Cost.....	\$1,201,842	Flesh finished—	
Splits—		Number.....	1,495,154
Number.....	2,043,283	Value.....	\$2,429,809
Cost.....	\$1,442,505	Goatskins, tanned and finished—	
All other—		Number.....	47,907,211
Cost.....	\$1,944,129	Value.....	\$40,882,640
All other materials, cost.....	\$43,664,119	Black—	
PRODUCTS.		Number.....	40,351,192
Total value.....	\$327,874,187	Value.....	\$33,949,575
Leather, value.....	\$306,476,720	Colored—	
Sold in rough, value.....	\$6,335,599	Number.....	7,556,019
Sides—		Value.....	\$6,933,065
Number.....	828,887	Sheepskins, tanned and finished—	
Value.....	\$3,539,617	Number.....	19,665,155
Grains—		Value.....	\$12,236,687
Sides.....	317,814	Belting—	
Value.....	\$718,562	Sides.....	1,042,070
Splits—		Value.....	\$6,995,133
Number.....	2,912,964	Harness—	
Value.....	\$2,077,420	Sides.....	3,946,235
Sole, value.....	\$88,331,713	Value.....	\$24,802,734
Hemlock—		Carriage, automobile, and furni-	
Sides.....	7,963,728	ture—	
Value.....	\$32,237,151	Sides.....	1,398,842
Oak—		Value.....	\$14,266,742
Sides.....	3,805,861	Trunk, bag, and pocketbook,	
Value.....	\$26,083,793	value.....	\$6,198,544
Union—		Bookbinder's, value.....	\$2,450,155
Sides.....	5,756,227	Glove, value.....	\$4,913,543
Value.....	\$28,375,815	All other, value.....	\$11,746,369
		All other products; value.....	\$8,632,689
		Work on materials for others.....	\$12,764,778



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THE GREAT GLASS INDUSTRY OF THE U. S. AMOUNTING TO
\$92,000,000.

BOOTS AND SHOES.

In 1909 there were produced in the United States 247,643,197 pairs of boots and shoes. The classification of this product was as follows. Men's, 93,888,892; boys' and youths', 23,838,626; women's, 86,895,314; misses' and children's, 43,320,365. Of slippers there were manufactured 17,507,834 pairs, distributed as follows.—Men's, boys' and youths', 4,802,841 pairs; women's, misses', and children's, 12,704,993. There were 15,000,721 pairs of infants' shoes and slippers manufactured, and of all other goods of this nature there were 4,865,429 pairs.

The products of the essential-oil industry in 1909 had a total value of \$1,737,234.

GLOVES AND MITTENS—LEATHER.

The total value of the manufactures in the United States, in 1909, was \$23,630,598. Of gloves, mittens, and gauntlets, there were manufactured 3,368,655 dozen pairs, valued at \$22,525,861. Of these there were made for men 2,585,977 dozen pairs, valued at \$17,060,797; this included 921,259 dozen pairs lined gloves and mittens, valued at \$5,222,174; 1,664,718 dozen pairs unlined, valued at \$11,838,623. For women and children there were manufactured 782,678 dozen pairs, valued at \$5,465,064; this included 365,477 dozen pairs lined gloves and mittens, valued at \$1,718,198; 417,201 pairs unlined, valued at \$3,746,866. The value of all other products of this industry was \$1,104,737.

VIII. CHEMICALS AND ALLIED PRODUCTS.

The total value of chemicals and allied products in the United States in 1909 was \$117,688,887. The value of the acids was \$11,926,389; sodas were valued at \$21,417,982; oil potashes there were manufactured 1,896,570 pounds, valued at \$88,940; the value of the alums manufactured was \$2,578,842; coal tar products were valued at \$2,675,327; the value of the cyanides was \$1,041,891; bleaching materials were valued at \$1,035,940; chemical substances produced by the aid of electricity, were valued at \$17,968,277; 121,040,967 pounds of calcium carbide were produced, valued at \$2,984,001; 14,802,076 pounds of anhydrous ammonia, valued at \$2,503,415; of carbon dioxide, 47,238,267 pounds were produced, valued at \$2,317,808.

DYESTUFFS AND EXTRACTS.

The total value of these products for the year 1909 was \$15,954,574. The 12,267,399 pounds of artificial dyestuffs were valued at \$3,462,436.

EXPLOSIVES.

The total cost of the materials used in the manufacture of explosives was \$22,811,548; 188,889 tons of nitrate of soda were used, valued at \$7,892,336; 51,764,694 pounds of mixed acids costing \$1,512,626, were needed; 7,591,756 pounds of nitric acid, costing \$541,314; 22,501 tons of sulphuric acid, costing \$406,204; 17,389 tons of sulphur or brimstone, costing \$367,866. The cost of all other materials used was \$12,091,202. The total value of the manufactured products was \$40,139,661; the value of the 177,155,851 pounds of dynamite used was \$18,699,746; 28,913,253 pounds of nitroglycerin, sold as such, \$3,162,434; 9,339,087 twenty-five pound kegs of blasting powder, valued at \$9,608,265; of permissible explosives 9,607,448 pounds valued at \$863,209; 12,862,700 pounds of gunpowder, valued at \$1,736,427; 7,464,825 pounds of other explosives, valued at \$3,913,787. The value of all other products was \$2,155,743.

FERTILIZERS.

The total cost of the materials used in the making of fertilizers in 1909 was \$69,521,930. The total value of the products was \$103,960,213. 5,240,164 pounds of fertilizers, valued at \$92,369,631.

SALT.

The total value of the salt products of the United States in 1909 was \$11,327,834. There were 29,933,060 barrels of salt, valued at \$9,311,729; 728,875 pounds of bromine, valued at \$92,735; the value of all other products was \$2,923,370.

SALT, CLASSIFIED BY GRADE (BARRELS).

Table and dairy.....	3,042,824
Common, fine.....	7,745,204
Common, coarse.....	2,843,393
Packers.....	385,802
Coarse, solar.....	1,109,396
Rock salt, mined.....	5,938,721
Milling, other grades and brine.....	8,867,720

PROCESS EMPLOYED

Total number of establishments...	124
Number reporting:	
Solar.....	46
Kettle.....	1
Grainer.....	80
Open pan.....	11
Vacuum pan.....	21

See also Chapter on "Mines and Quarries."

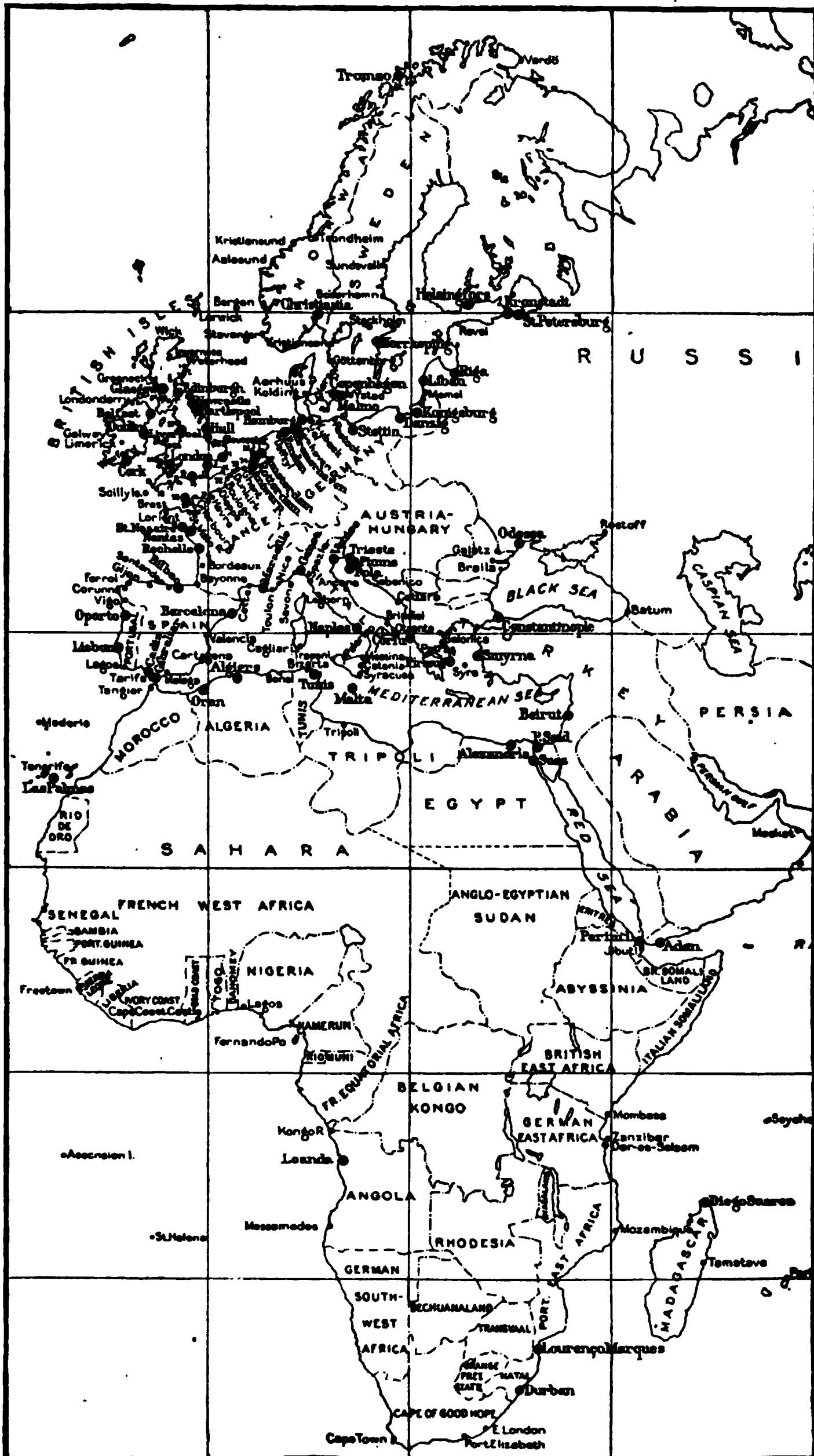
PAINT AND VARNISH.

In the manufacture of these products the following materials were used,—145,917 tons (2,000 pounds) of pig lead, costing \$12,014,859; 1,683,382 gallons alcohol, costing \$920,086; 1,327,157 gallons of which was wood alcohol, costing \$693,362; 356,225 gallons grain alcohol, costing \$226,724.

The total value of these products in 1909 was \$124,889,422. The value of the pigments was \$16,985,588; 85,234,414 pounds of white lead, dry, was valued at \$3,921,803. The value of paints in oil was \$56,763,296; 245,567,570 pounds white lead in oil, were valued at \$15,234,411. The value of varnishes and japans was \$31,262,535. The value of fillers, all kinds included, was \$3,126,271; of these 1,159,569 gallons of liquid fillers were valued at \$823,063.

TURPENTINE AND ROSIN.

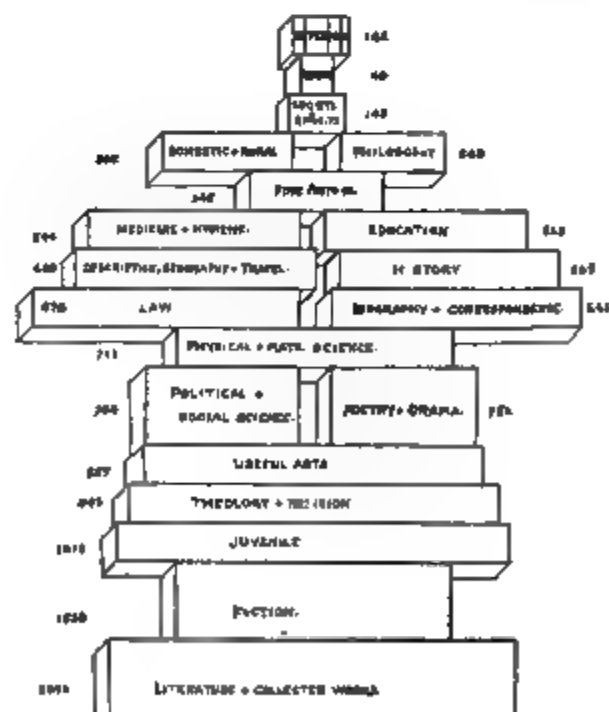
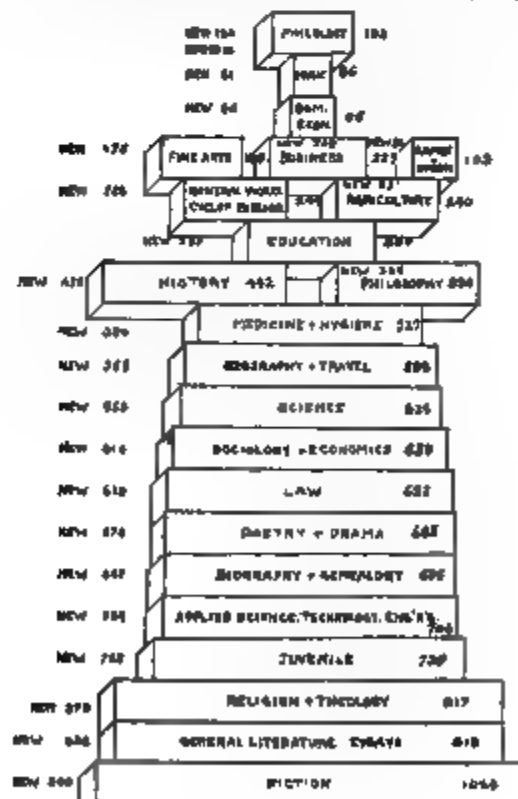
The total value of the turpentine and rosin industry for 1909 was \$25,295,017; the 28,984,954 gallons of turpentine were valued at \$12,654,278; the 3,263,857 barrels (280 pounds each), of rosin, were valued at \$12,576,721.



COALING STATIONS OF EUROPE AND AFRICA.

IX. ELECTRICAL INDUSTRY.

PRODUCT.	1909	PRODUCT.	1909
Total value.....	\$343,945,083	Primary batteries, including value of parts and supplies:	
Dynamos:		Number.....	34,333,531
Number.....	16,791	Value.....	\$5,934,261
Kilowatt capacity.....	1,406,950	Arc lamps:	
Value.....	\$13,081,048	Number.....	123,985
Dynamotors, motor generators, boosters, rotary converters, and double current generators.....	\$3,134,733	Value.....	\$1,708,959
Transformers.....	\$8,801,019	Searchlights, projectors, and focusing lamps.....	\$935,874
Switchboards, panel boards, and cut-out cabinets.....	\$5,971,804	Incandescent lamps.....	\$15,714,809
Motors:		Carbon filament.....	\$6,157,066
Total number.....	504,030	Tungsten.....	\$6,241,133
Horsepower.....	2,733,418	Gem, tantalum, glower, and vacuum and vapor lamps.....	\$2,715,991
Value.....	\$32,087,482	Decorative and miniature lamps, X-ray bulbs, vacuum tubes, etc.....	\$600,619
For power—		Sockets, receptacles, bases, etc.....	\$4,521,729
Number.....	243,423	Electric-lighting fixtures of all kinds.....	\$6,128,282
Horsepower.....	1,683,677	Telegraph apparatus.....	\$1,957,432
Value.....	\$18,306,451	Telephone apparatus.....	\$14,250,357
For automobiles—		Insulated wires and cables.....	\$1,624,737
Number.....	2,796	Electric conduits.....	\$5,098,264
Horsepower.....	12,471	Annunciators—domestic, hotel, and office.....	\$235,587
Value.....	\$294,162	Electric clocks and time mechanisms.....	\$352,513
For fans—		Fuses.....	\$1,001,719
Number.....	190,113	Lightning arresters.....	\$240,171
Horsepower.....	178,033	Rheostats and resistances.....	\$2,674,963
Value.....	\$2,450,730	Heating, cooking, and welding apparatus.....	\$1,003,038
For elevators—		Electric flatirons.....	\$651,074
Number.....	4,988	Electric measuring instruments.....	\$7,800,010
Horsepower.....	63,685	Electrical therapeutic apparatus.....	\$1,107,858
Value.....	\$1,188,863	Magneto-ignition apparatus, sparks, coils, etc.....	\$6,002,343
For railways, and miscellaneous services, including value of parts and supplies—		Electric switches, signals, and attachments.....	\$5,377,843
Number.....	53,710	Circuit fittings of all kinds.....	\$1,080,287
Horsepower.....	796,862	All other products, value.....	\$39,691,708
Value.....	\$0,847,437		
Storage batteries, including value of parts and supplies:			
Weight of plates in pounds.....	23,119,331		
Value.....	\$4,676,209		



Charts Prepared by F. E. Woodward, Washington, D. C.
ANALYSIS OF BOOKS PUBLISHED IN THE UNITED STATES, 1910-1911.

X. PAPER AND PULP.

	1909		1909
MATERIALS.		PRODUCTS—continued.	
Total cost.....	\$165,448,341	Wrapping paper—Continued.	
Pulp wood, cost.....	\$33,772,475	Bogus or wood manila, all grades—	
Wood pulp, purchased:		Tons.....	367,932
Tons.....	1,241,914	Value.....	\$19,777,707
Cost.....	\$43,861,357	All other—	
Ground—		Tons.....	179,855
Tons.....	452,849	Value.....	\$10,202,035
Cost.....	\$9,487,508	Boards:	
Soda fiber—		Wood pulp—	
Tons.....	154,826	Tons.....	71,036
Cost.....	\$6,862,864	Value.....	\$2,639,496
Sulphite fiber—		Straw—	
Tons.....	626,029	Tons.....	171,789
Cost.....	\$27,184,726	Value.....	\$3,750,851
Other chemical fiber—		News—	
Tons.....	8,410	Tons.....	74,606
Cost.....	\$326,259	Value.....	\$2,215,469
Rags, including cotton, flax waste		All other—	
and sweepings:		Tons.....	514,208
Tons.....	357,470	Value.....	\$17,539,768
Cost.....	\$10,721,559	Other paper products:	
Old and waste paper:		Tissues—	
Tons.....	933,882	Tons.....	77,745
Cost.....	\$13,691,120	Value.....	\$8,553,654
Manila stock, including jute bagging,		Blotting—	
rope, waste, threads, etc.:		Tons.....	9,577
Tons.....	117,060	Value.....	\$1,186,180
Cost.....	\$3,560,033	Building roofing, asbestos, and	
Straw:		sheathing—	
Tons.....	303,137	Tons.....	225,824
Cost.....	\$1,460,282	Value.....	\$9,251,368
All other materials, cost.....	\$58,375,515	Hanging—	
		Tons.....	92,158
		Value.....	\$4,431,514
		Miscellaneous—	
		Tons.....	96,577
		Value.....	\$6,869,169
		Wood pulp made for sale or for con-	
		sumption in mills other than where	
		produced:	
		Ground—	
		Tons.....	310,747
		Value.....	\$5,649,466
		Soda fiber—	
		Tons.....	155,844
		Value.....	\$6,572,152
		Sulphite fiber—	
		Tons.....	444,255
		Value.....	\$17,955,748
		All other products, value.....	\$4,738,549
		Wood pulp.	
		Quantity produced (including that	
		used in mills where manufac-	
		tured), total tons.....	2,495,523
		Ground, tons.....	1,179,266
		Soda fiber, tons.....	298,626
		Sulphite fiber, tons.....	1,017,631
		EQUIPMENT.	
		Paper machines:	
		Total number.....	1,490
		Capacity, yearly, tons.....	5,293,397
		Fourdrinier—	
		Number.....	804
		Capacity per 24 hours, tons..	10,508
		Cylinder—	
		Number.....	676
		Capacity per 24 hours, tons..	6,316
		Pulp:	
		Grinders, number.....	1,435
		Digesters, total number.....	542
		Sulphite fiber, number.....	348
		Soda fiber, number.....	194
		Capacity, yearly, tons of pulp...	3,405,621
		Ground, tons.....	1,809,685
		Sulphite, tons.....	1,250,983
		Soda, tons.....	344,953



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THE CIVILIZED WORLD'S CONSUMPTION OF PAPER PRESENTED
IN GRAPHICAL FORM

PUBLICATIONS.

PRODUCT.	1900	PRODUCT.	1900
Total value.....	\$737,876,087	NEWSPAPERS AND PERIODICALS—	
Publications:		Continued.	
Newspapers and periodicals.....	\$337,596,288	<i>By character—Continued.</i>	
Subscriptions and sales..	\$135,063,043	Commerce, finance, insurance,	
Advertising.....	\$202,533,245	railroads, etc.—	
Newspapers.....	\$232,993,094	Number.....	264
Subscriptions and sales..	\$84,438,702	Aggregate circulation.....	1,411,738
Advertising..	\$148,554,392	Trade journals generally—	
Periodicals.....	\$104,603,104	Number.....	685
Subscriptions and sales..	\$50,624,341	Aggregate circulation.....	3,572,441
Advertising	\$53,978,863	General literature, including	
Ready prints, patent insides and		monthly and quarterly maga-	
outsides.....	\$2,293,077	sines—	
Books and pamphlets—		Number.....	340
Published, or printed and		Aggregate circulation.....	31,323,085
published..	\$62,930,394	Medicine and surgery—	
Printed for publication by		Number.....	197
others.....	\$10,208,500	Aggregate circulation.....	931,584
Sheet music and books of music—		Law—	
Published or printed and		Number.....	56
published..	\$6,510,008	Aggregate circulation.....	151,346
Printed for publication by		Science and mechanics—	
others.....	\$1,000,008	Number.....	130
Products for sale and in execution of		Aggregate circulation.....	1,421,953
orders:		Fraternal organizations—	
Job printing.....	\$207,940,227	Number.....	419
Book binding and blank books..	\$50,562,806	Aggregate circulation.....	6,982,235
Electrotyping, engraving, and		Education and history—	
lithographing.....	\$47,966,979	Number.....	203
All other products.....	\$11,585,141	Aggregate circulation.....	1,879,893
NEWSPAPERS AND PERIODICALS.		Society, art, music, fashions, etc.—	
Number.....	22,142	Number.....	184
Aggregate circulation.....	164,466,046	Aggregate circulation.....	13,445,661
<i>By period of issue:</i>		College and school periodicals—	
Daily (exclusive of Sunday)—		Number.....	271
Number.....	2,600	Aggregate circulation.....	330,705
Aggregate circulation.....	24,211,977	Miscellaneous—	
Sunday—		Number.....	129
Number.....	520	Aggregate circulation.....	1,067,987
Aggregate circulation.....	13,347,382	<i>By language:</i>	
Semiweekly and triweekly—		English—	
Number.....	708	Number.....	20,744
Aggregate circulation.....	2,648,306	Aggregate circulation.....	155,422,343
Weekly—		Foreign (including foreign and	
Number.....	15,097	English)—	
Aggregate circulation.....	40,822,965	Number.....	1,287
Monthly—		Aggregate circulation.....	2,030,797
Number.....	2,491	French—	
Aggregate circulation.....	68,280,536	Number.....	29
All other—		Aggregate circulation.....	446,739
Number.....	725	German—	
Aggregate circulation.....	20,151,973	Number.....	682
<i>By character:</i>		Aggregate circulation.....	4,434,145
News, politics, and family read-		Italian—	
ing—		Number.....	104
Number.....	17,688	Aggregate circulation.....	500,475
Aggregate circulation.....	61,074,990	Scandinavian—	
Religious—		Number.....	161
Number.....	1,251	Aggregate circulation.....	1,118,901
Aggregate circulation.....	29,823,777	Slavonic—	
Agricultural, horticultural, dairy,		Number.....	160
stock raising, etc.—		Aggregate circulation.....	917,649
Number.....	316	All other—	
Aggregate circulation.....	11,327,283	Number.....	232
		Aggregate circulation.....	1,613,187

The earliest advertisement in England was found in "Perfect Occurrences of Every Day" 1647.

PUBLICATIONS BY STATES.

Showing the number of newspapers and periodicals of all issues published in the United States, Territories, and Dominion of Canada, the number of towns in which newspapers are published, and the number of towns which are county seats.

STATES, TERRITORIES AND CANADIAN PROVINCES.	No. of Towns in which Paper is published.	County Seats.	ISSUES.										Total— all issues.
			Daily.	Semi-Weekly.	Weekly.	Fortnightly.	Monthly.	Bi-Monthly.	Quarterly.	Annual.			
NEW ENGLAND STATES.													
Connecticut	67	4	3	1	26	2	1	13	8				108
Maine	73	16	13	1	4	4	1	19	13				135
Massachusetts	208	20	85	2	33	2	12	127	28				381
New Hampshire	65	12	16	1	12			11	1				114
Rhode Island	18	4	14		3			11	1				56
Vermont	67	12	9		21			8			1		101
NEW YORK.													
New York....	504	81	207	7	45	1031	10	42	581	15	40	5	1894
MIDDLE ATLANTIC STATES.													
Delaware	14	3	3		28		1	5					37
District of Columbia			7		22			4	3	6			70
Maryland	60	28	17	1	112	1	2	20	2	6			163
New Jersey	162	21	50	4	276			32	1	3			389
Pennsylvania	444	67	215	6	42	839	5	12	236	6	86	2	1395
SOUTHERN STATES.													
Alabama	126	40	2		6	31		6	18		3		248
Arkansas	167	65	30		0	245		15	1				319
Florida	10	46	41	1	3	17		9		1			173
Georgia	205	36	2	2	14	257	1	6	47	3	1		358
Kentucky	135	1	28	2	23	216		6	28	2		1	300
Louisiana	138	66	1	1	4	170	2	5	24				227
Mississippi	45	87	17		4	21		16					240
North Carolina	64	85	23		24	234		1	29		5	1	304
South Carolina	85	44	19		19	114		2					166
Tennessee	14	8	7		7	342		3	36		10		399
Texas	63	224	100		7	84		1	49		2		1021
Virginia	47	65	14	2	6	1		4	21	2			262
West Virginia	33	56	39		4	74		1	14		6		232
MIDDLE WESTERN STATES.													
Illinois	450	1	1	4	6	5	8	10	452	8	10	2	1779
Indiana	40	1	1	27	5	5		6	60	1	8		774
Michigan	389	83	37	4	73	1	2	80	2	2			731
Ohio	4	85	1	6	41	730		171	6	23	1		1,053
Wisconsin	349	71	65	1	19	948		3	59	1	2		679
WESTERN STATES.													
Colorado	4	1	47	1	7	73	1	2	34		1		417
Iowa	57	99	65	8	42	778		10	56	1	2		960
Kansas	4	10	7		13	677		1	79	1	1		747
Minnesota	44	80	39		4	677	2	18	45	4	2	1	745
Missouri	477	145	81		16	3	5	18	1	8			905
Nebraska	124	41	49		6	160		2	6				108
New Mexico	400	91	30	1	14	43	1	4	24	1			623
North Dakota	74	23	6	1	8	95			2	1			119
Oklahoma	398	40	13		234			6					263
Oklahoma	241	24	15		4	47		5	23		1		648
South Dakota	17	2	20		4	44			12				445
Wyoming	12	2	1		5	46		1	2				80
PACIFIC SLOPE STATES.													
Arizona	3	1	1		46		1	3					65
California	4	1	2	26	46	1	8	106	4	2	1		803
Idaho	1	1		1	4			7		1			157
Nevada	1	1	3		1		1						48
Oregon	43	14	65	2	26	1	1	29		1			285
Utah	1	1	6	4	1		3	7					68
Washington	28	40	37		8	1	4	40	1		1		393
OUTLYING TERRITORIES.													
Alaska	1	1	1		1								74
Hawaii	1	1	1		1			4					38
Puerto Rico	1	1	1		1			8			1		29
CANADIAN PROVINCES.													
Alberta	1	1	1		1			2					118
British Columbia	1	1	1		1			12					113
Manitoba	1	1	1		1			26					143
Saskatchewan	1	1	1		1			2			1		106
Yukon	1	1	1		1								8
New Brunswick	1	1	1		10	14		6		1			34
Nova Scotia	1	1	1		4	44		7					76
Ontario	1	1	1		1			125	1	10			686
Prince Edward Island	1	1	1		1			1					15
Quebec	1	1	1		1			30		2			182
Newfoundland	1	1	1		1			4		1			18
TOTAL.													
	829	75	177	7	46	3,011	7	20	2,77	2	14	1	10,938

INTERNATIONAL BOOK PRODUCTION.

TABLE OF BOOK PRODUCTION OF LEADING COUNTRIES—1901-1910.

	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910
Germany.....	25,331	26,906	27,606	28,378	28,886	28,703	30,073	30,317	31,051	31,281
France	13,053	12,199	12,264	12,139	12,416	10,898	10,785	11,073	13,185	12,615
Great Britain....	6,044	7,381	8,381	8,334	8,252	8,603	9,914	9,821	10,725	10,804
Italy						6,822	7,040	6,918	6,833	6,788
Switzerland	1,766	1,655	2,452	2,739	3,316	3,249	3,085	4,256	4,390	4,290
Holland.....	2,837	2,917	3,005	3,403	3,290	3,346	3,408	3,258	3,652	3,777
Belgium.....	2,613	2,499	2,639	2,734	2,624	2,410	2,680	2,763	2,697	2,588
United States....	8,141	7,833	7,865	8,291	8,122	7,139	9,620	9,254	10,901	13,470

Publishers' Weekly.

RECORD OF AMERICAN BOOK PRODUCTION FOR 1912

INTERNATIONAL CLASSIFICATION	For 1912						For 1911					
	New Publications		By Origin				New Publications		By Origin			
	New Books	New Editions	English and Other Foreign Authors			Total	New Books	New Editions	English and Other Foreign Authors			Total
			American Authors	American Authors	Imported				American Authors	American Authors	Imported	
Philosophy	308	13	233	13	75	321	305	29	244	18	72	334
Religion and Theology...	865	51	548	43	285	916	879	38	662	48	207	917
Sociology and Economics ..	802	65	761	17	86	807	614	39	550	27	73	653
Law.....	783	79	852	2	8	862	629	53	675	4	3	682
Education.....	251	3	217	2	35	254	289	11	260	8	23	300
Philology	279	15	115	84	95	294	180	12	89	60	43	192
Science	631	64	507	8	180	695	559	65	492	10	122	624
Applied Science, Technology, Engineering.....	594	80	548	6	120	674	584	122	575	7	124	706
Medicine, Hygiene.....	388	107	362	10	123	495	390	137	460	20	47	527
Agriculture	292	13	275	2	28	305	231	9	219		21	240
Domestic Economy.....	83	27	101	2	7	110	81	14	80	2	7	95
Business.....	189	21	176	1	33	210	209	18	206	5	18	227
Fine Arts.....	217	26	135	3	105	243	176	20	105	7	84	196
Music	89	4	57	3	35	93	81	5	62	4	20	86
Games, Sports, Amusements..	126	6	106	1	25	132	94	9	80	2	21	103
General Literature, Essays ..	498	26	377	35	152	524	892	27	523	170	226	919
Poetry and Drama	620	16	377	97	162	636	674	11	385	148	142	655
Fiction.....	960	5	712	11	188	1011	999	25	701	121	20	1124
Juvenile Publications.....	533	13	428	27	91	546	725	9	430	36	256	734
History.....	492	32	372	4	147	524	425	17	346	15	111	442
Geography and Travel.....	476	28	307	7	190	514	555	43	381	25	14	598
Biography, Genealogy	554	27	331	23	227	581	647	48	437	30	226	695
General Cyclopædias, General Works, Bibliographies, Mis- cellaneous.....	105	2	71	4	29	107	222	22	210	6	26	244
Total	10,135	768	7975	504	3421	10,903	10,440	783	818	7,112	760	11,233

Publishers' Weekly.

STATISTICS RELATIVE TO NEWSPAPERS IN THE UNITED STATES

	New England States		New York		Middle Atlantic States		Southern States		Middle Western States		Western States		Pacific Slope States		Outlying Territories		Total for United States and Territories		Canada and Newfoundland		Total		Increase or Decrease
TOWNS AND COUNTY SEATS.	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913	1912	1913	
No. of Towns in which Papers are published	422	406	500	504	697	690	2219	2251	2189	2168	3839	3762	380	381	22	23	10708	10800	705	629	11413	11329	285
No. of Towns which are County Seats	72	73	62	61	114	114	4162	4151	434	435	798	807	208	218	4	4	2847	2838	102	75	2949	2885	41
NEWSPAPERS.																							
Daily	167	178	204	207	291	292	895	897	648	647	441	443	272	276	41	41	2439	2476	151	157	2610	2694	84
Tri-Weekly	5	6	4	7	8	7	8	8	19	15	9	9	12	9	5	5	70	86	5	7	75	78	3
Semi-Weekly	23	24	44	46	80	48	158	150	187	162	110	116	80	66	4	4	605	596	45	44	880	844	-36
Weekly	780	770	1088	1081	1396	1376	3175	3128	2340	2300	6226	6287	1277	1330	30	41	10229	10223	102	103	17266	17285	19
Fortnightly	5	4	8	10	7	6	8	7	10	14	8	9	4	8	3	4	80	63	9	7	89	80	-9
Semi-Monthly	13	16	20	22	21	19	70	66	52	64	50	55	15	15	8	8	298	291	21	23	267	267	0
Monthly	198	189	604	591	236	234	285	261	790	831	309	267	198	193	26	17	2646	2652	220	217	2976	2989	13
Bi-Monthly	10	8	13	15	14	12	7	8	17	18	8	10	5	5	1	1	74	76	3	2	77	76	-1
Quarterly	20	24	34	40	68	51	34	34	45	48	14	14	2	4	1	1	230	230	15	14	266	264	-2
Miscellaneous	8	1	4	6	8	2	2	2	8	8	1	1	1	2			18	17	1	1	19	18	-1
Total of all issues	1212	1225	2020	1994	2977	2947	4192	4148	5121	5126	6849	6861	1987	1997	419	412	22487	22666	1808	1896	24345	24661	316

Ayer's Newspaper Annual.

* Decrease. † Not Issued.

BOOK PRODUCTION OF LEADING COUNTRIES, 1910, BY CLASSES.

	Germany	Great Britain	France	United States
Fiction	.....	2833	1152	1797
Law	.....	248	386	678
Religion	2510	1064	888	943
Education	4852	659	1160	523
Essays, Miscellany	4815	272	142	2042
Juvenile Publications	.....	.....	.....	1010
Sociology	3125	816	1413	784
Poetry and Drama	.....	590	1028	752
Science	1750	.....	417	711
History	1254	860	1718	565
Biography				
Medicine	1981	398	1230	544
Description and Travel	1480	604	394	599
Fine Arts	2089	1254	328	365
Applied Science	2082		.....	857
Philosophy	668	.....	168	265
Household Science	1030	.....	19	332
Agriculture			282	
Sports, Games	.....	.....	77	145
Wit and Humor	..	.....	.....	49
Philology	1884	.....	.....	...
Military Science	667	.....	464	..
General Works	1094	1206	.....	142

Printing was originally practiced by the Chinese in very early times; the origin of the present system seems to be very doubtful. The first metal plate from which impressions on paper were taken seems to have been executed in 1452. It was a pax or metal plate used in the Roman Catholic service. Early books containing engravings reproduced from metal plates are the "Kalendar" dated 1465, and the "Monte Santo de Dio," 1477. The first engraver proper who seems to have done nothing but engrave was Antonio Raimondi (1488-1530).

The first steam turbine was built in 1894 by the Hon. C. A. Parsons of Newcastle-on-Tyne; the first Atlantic passage turbine steamer was launched in 1904.

BOOK PRODUCTION OF LEADING COUNTRIES.

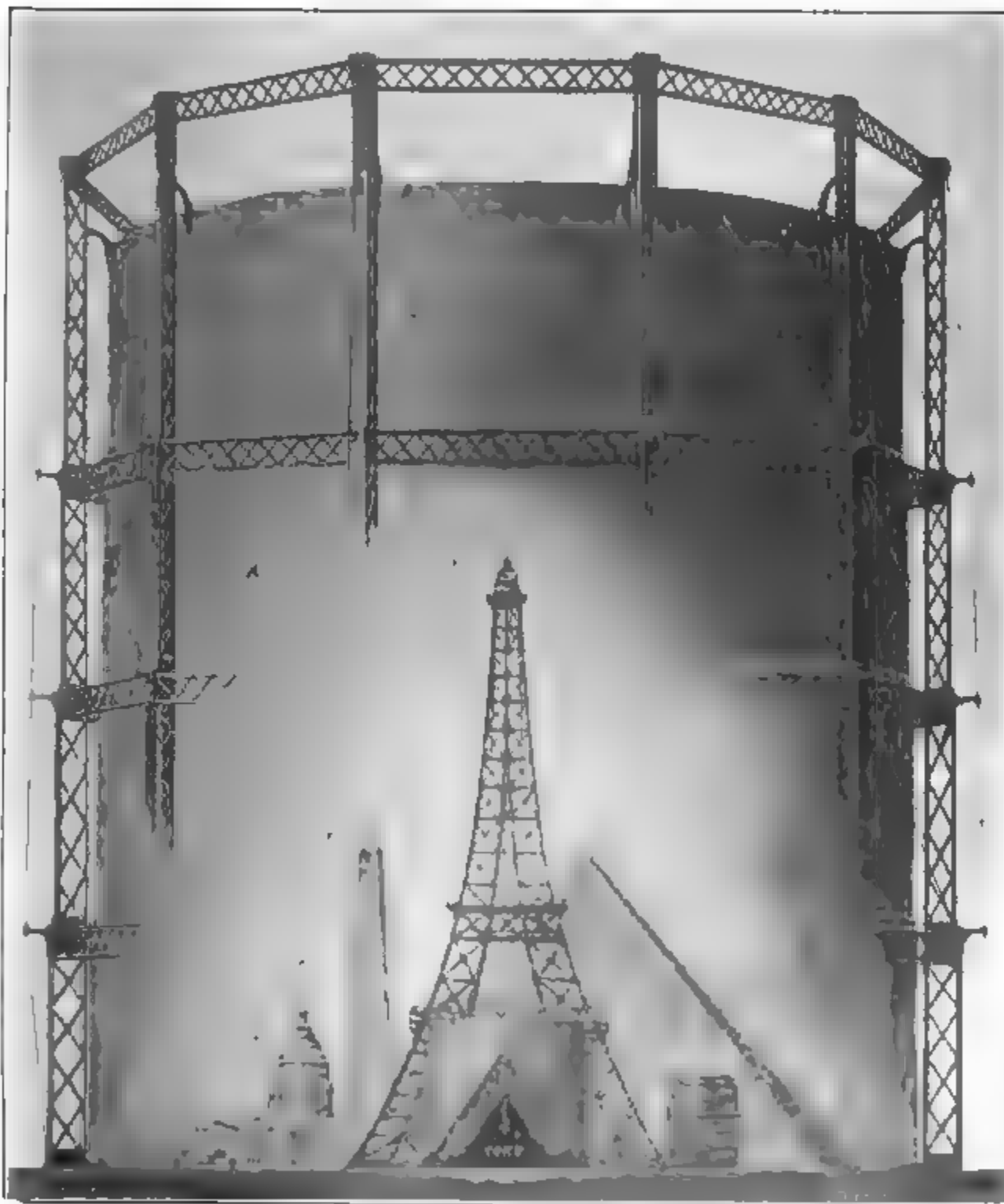
Country.	Year.	Books.	Year.	Periodic'ls.
Algeria	.....	.....	1908	282
Argentine Republic	.....	.....	1900	739
Australia	.....	.....	1903	1,000
Austria	1901	2,050	1910	3,952
Belgium	1910	2,588	1910	1,655
Brazil	.....	.....	1902	300
Bulgaria	.....	.....	1897	90
Canada	1893	450	1910	1,429
Cape of Good Hope	.....	.....	1900	90
Ceylon	1909	422	.....	.....
Chili	1891	400	1896	312
China	.....	.....	1907	123
Costa-Rica	.....	.....	1903	18
Denmark	1910	3,305	1910	1,475
Egypt	1898	160	1902	120
Finland	.....	.....	1909	366
France	1910	11,266	1908	8,658
Germany	1910	31,281	1910	10,017
Great Britain	1910	10,804	1907	4,329
Greece	.....	.....	1895	130
Haiti	.....	.....	1903	27
Hawaii	.....	.....	1908	45
Holland	1910	3,777	1908	1,492
Hungary	1898	1,600	1904	1,644
Iceland	1903	212	1903	40
India	1895	8,000	1899	1,000
Ireland	1902	180	1902	30
Italy	1910	6,788	1907	3,068
Japan	1909	34,730	1909	2,727
Luxemburg	1910	97	1908	53
Mexico	.....	.....	1892	300
Norway	1904	682	1903	497
Paraguay	.....	.....	1908	21
Persia	.....	.....	1892	10
Portugal	.....	.....	1894	22
Roumania	1901	1,740	1903	330
Russia	1910	29,057	1910	2,391
Servia	.....	.....	1897	80
Spain	1902	1,400	1900	1,350
Sweden	1904	1,474	1906	804
Switzerland	1910	4,290	1909	1,332
Turkey	1890	900	1909	380
United States	1910	13,470	1910	22,806
Uruguay	1906	110	1906	240
Venezuela	.....	.....	1908	237

XI. MINOR INDUSTRIES.

GAS, ILLUMINATING AND HEATING.

The total cost of the materials used in the manufacture of this product in the year 1909 was \$52,427,844; 4,940,598 tons of coal cost \$16,304,832, 579,657,152 gallons of oil cost \$17,345,750; 591,919 tons coke, costing \$2,667,706; all other materials cost \$16,109,556. The total value of these products in 1909 was

\$166,814,371: 150,835,793 cubic feet (thousands) of gas were produced, having a value of \$138,615,309; 19,985,253 cubic feet (thousands) straight coal, valued at \$18,065,841; 25,186 cubic feet (thousands) of acetylene, valued at \$361,348; 82,049,683 bushels of coke were produced, valued at \$5,723,215, 92,182,938 gallons of tar, valued at \$1,875,549; the value of all other products was \$13,556,908.



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THE MAGNITUDE OF THE GAS INDUSTRY.

A Week's Supply of Gas. Fuel for 23 Million Horse-Power Hours. The Gas Holder contains 2,163,207,368 Cubic Feet.

LAUNDRIES IN 1909.

Number of establishments.....	5,186
Capital invested.....	\$68,935,000
Cost of materials used.....	17,696,000
Salaries and wages, total.....	53,007,747
Salaries.....	8,180,769
Wages.....	44,826,978
Miscellaneous expenses.....	14,483,497

Value of products, or amount
received for work done.. \$104,680,086

PIANOS AND ORGANS AND MATERIALS.

In 1909, the total value of the pianos and organs, and materials, in establishments especially designed for their manufacture throughout the United States, amounted to \$89,789,-544. The whole number of pianos manufactured was 374,154, valued at \$59,501,225: Of these there were 365,413 upright pianos, valued at \$55,462,556; 330,918 pianos without player attachment, valued at \$46,187,555; 34,495

pianos for or with player attachment, valued at \$9,275,001; 8,741 grand pianos, valued at \$4,038,669. There were 10,898 player attachments made separate from pianos, valued at \$1,474,630. The whole number of organs made was 65,335, valued at \$5,309,016: Of these there were 1,224 pipe organs, valued at \$2,-713,587; 64,111 reed organs, valued at \$2,-595,429. The value of other parts and materials manufactured, was \$20,417,762; the value of all other products was \$3,086,911.

PHONOGRAPHS AND GRAPHOPHONES.

The total value of the phonographs, graphophones, and records manufactured in 1909, throughout the United States, was \$11,725,-996. There were 344,681 phonographs and graphophones made, valued at \$5,406,684; 27,183,959 records and blanks, valued at \$5,-007,104; all other products were valued at \$1,312,208. Since 1909 the products have vastly increased in quantity and value.

TABLE OF HEIGHT AND WEIGHT AT VARYING AGES.

Based upon an Analysis of 74,162 accepted Male Applicants for Life Insurance, as reported to
The Association of Life Insurance Medical Directors, 1897.

Ages,	15-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69
5 feet 0 inches	96	100	102	105	106	107	107	107	105	
	120	125	128	131	133	134	134	134	131	
	144	150	154	157	160	161	161	161	157	
1	98	101	103	105	107	109	109	109	107	
	122	126	129	131	134	136	136	136	134	
	146	151	155	157	161	163	163	163	161	
2	99	102	105	106	109	110	110	110	110	
	124	128	131	133	136	138	138	138	137	
	149	154	157	160	163	166	166	166	164	
3	102	105	107	109	111	113	113	113	112	112
	127	131	134	136	139	141	141	141	140	140
	152	157	161	163	167	169	169	169	168	168
4	105	108	110	112	114	115	116	116	115	114
	131	135	138	140	143	144	145	145	144	143
	157	162	166	168	172	173	174	174	173	172
5	107	110	113	114	117	118	119	119	118	118
	134	138	141	143	146	147	149	149	148	147
	161	166	169	172	175	176	179	179	178	176
6	110	114	116	118	120	121	122	122	122	121
	138	142	145	147	150	151	153	153	153	151
	166	170	174	176	180	181	184	184	184	181
7	114	118	120	122	124	125	126	126	126	125
	142	147	150	152	155	156	158	158	158	156
	170	176	180	182	186	187	190	190	190	187
8	117	121	123	126	128	129	130	130	130	130
	146	151	154	157	160	161	163	163	163	162
	175	181	185	188	192	193	196	196	196	194
9	120	124	127	130	132	133	134	134	134	134
	150	155	159	162	165	166	167	168	168	168
	180	186	191	194	198	199	200	202	202	202
10	123	127	131	134	136	137	138	138	139	139
	154	159	164	167	170	171	172	173	174	174
	185	191	197	200	204	205	206	208	209	209
11	127	131	135	138	140	142	142	142	144	144
	159	164	169	173	175	177	177	178	180	180
	191	197	203	208	210	212	212	214	216	216
6 0	132	136	140	143	144	146	146	146	148	148
	165	170	175	179	180	183	182	183	185	185
	198	204	210	215	216	220	218	220	222	222
1	136	142	145	148	149	151	150	151	151	151
	170	177	181	185	186	189	188	189	189	189
	204	212	217	222	223	227	226	227	227	227
2	141	147	150	154	155	157	155	155	154	154
	176	184	188	192	194	196	194	194	192	192
	211	221	226	230	233	235	233	233	230	230
3	145	152	156	160	162	163	161	158		
	181	190	195	200	203	204	201	198		
	217	228	234	240	244	245	241	238		

SUMMARY OF MANUFACTURES: BY SPECIFIED INDUSTRIES, 1909.

Source: Reports of the Bureau of the Census, Department of Commerce and Labor. The figures for some industries do not represent the total value of the products, because important establishments that manufacture the same class of products may be included in other industries. [Primary horse-power includes power generated in manufacturing establishments plus electric and other power rented from outside sources; it does not include electric power generated by primary units of the establishments reporting.]

INDUSTRY.	Persons Engaged.	Primary Horse-Power.	Value of Products
Agricultural implements.	60,229	100,601	\$146,329,000
Artificial flowers and feathers and plumes . . .	11,583	334	23,981,000
Artificial stone	15,202	12,185	18,590,000
Artists' materials.	865	1,628	2,340,000
Automobiles, including bodies and parts. . . .	85,359	75,550	249,202,000
Awnings, tents and sails.	5,747	2,022	14,409,000
Axle grease	334	492	1,481,000
Babbitt metal and solder.	1,491	2,293	19,768,000
Bags, other than paper.	8,838	6,855	54,882,000
Bags, paper.	3,683	3,885	15,608,000
Baking powders and yeast	3,531	3,335	20,775,000
Baskets, and rattan and willow ware	5,419	7,196	5,695,000
Beet sugar	8,389	57,202	48,122,000
Belting and hose, leather	4,370	5,438	23,002,000
Belting and hose, woven and rubber	7,304	6,319	24,729,000
Bicycles, motor cycles and parts	5,017	5,932	10,690,000
Billiard tables and materials	1,776	2,642	5,878,000
Blacking and cleansing and polishing preparations	4,407	3,977	14,679,000
Bluing	545	242	1,074,000
Bone, carbon and lampblack	302	1,023	1,093,000
Boots and shoes, including cut stock and findings	215,923	96,302	180,060,000
Boots and shoes, rubber.	18,899	25,903	49,721,000
Boxes, cigar	6,852	6,049	8,491,000
Boxes, fancy and paper	43,568	23,323	54,450,000
Brass and bronze products	45,441	106,120	140,989,000
Bread and other bakery products	144,322	65,298	306,805,000
Brick and tile	85,764	341,169	92,776,000
Brooms and brushes.	15,143	8,800	29,126,000
Butter, cheese and condensed milk.	31,506	101,349	274,558,000
Butter, reworking.	418	1,471	8,300,000
Buttons.	18,004	12,831	22,718,000
Calcium lights.	26	53	52,000
Candles	649	799	3,130,000
Canning and preserving	71,972	81,179	157,101,000
Card cutting and designing	702	269	1,031,000
Carpets and rugs, other than rag	34,706	38,553	71,188,000
Carpets, rag.	2,688	2,651	2,568,000
Carriages and sleds, children's.	5,769	5,281	8,805,000
Carriages and wagons and materials	82,944	126,032	150,893,000
Cars and general shop construction and repairs by steam-railroad companies	301,273	293,361	405,601,000
Cars and general shop construction and repairs by street-railroad companies	23,699	35,794	31,963,000
Cars, steam-railroad, not including operations of railroad companies	47,094	97,797	123,730,000
Cars, street-railroad, not including operations of railroad companies	4,005	15,161	7,810,000
Cash registers and calculating machines. . . .	9,249	6,944	23,708,000
Cement	29,551	371,799	63,205,000
Charcoal	731	165	872,000
Chemicals	27,791	208,604	117,689,000
China decorating.	436	18	786,000
Chocolate and cocoa products	3,404	10,593	22,390,000
Clocks and watches, including cases and materials	25,439	14,957	35,197,000
Cloth, sponging and refinishing	1,167	704	1,544,000
Clothing, horse	1,830	1,454	4,135,000
Clothing, men's, including shirts	271,437	42,725	568,077,000
Clothing, men's, buttonholes.	1,031	176	781,000
Clothing, women's	179,021	22,294	384,752,000
Coffee and spice, roasting and grinding	13,516	22,234	110,533,000
Coffins, burial cases, and undertakers' goods. .	11,448	16,490	24,526,000
Coke	31,226	62,602	95,697,000
Confectionery	54,854	35,870	134,796,000

SUMMARY OF MANUFACTURES: BY SPECIFIED INDUSTRIES, 1909. — Continued

INDUSTRY.	Persons Engaged.	Primary Horse-Power.	Value of Products.
Cooperage and wooden goods, not elsewhere specified	29,717	65,108	60,248,000
Copper, tin and sheet-iron products	86,934	62,366	199,824,000
Cordage and twine, jute and linen goods	27,214	78,549	61,020,000
Cordials and syrups	1,638	1,154	9,662,000
Cork, cutting	3,376	3,746	5,940,000
Corsets	19,611	4,581	33,257,000
Cotton goods, including cotton small wares	387,771	1,296,517	628,392,000
Crucibles	398	816	1,849,000
Cutlery and tools, not elsewhere specified	37,161	68,294	53,266,000
Dairymen's, poulterers', and apiarists' supplies	6,431	6,898	15,463,000
Dentists' materials	1,982	865	10,836,000
Drug grinding	1,152	3,322	6,007,000
Dyeing and finishing textiles	47,303	107,746	83,556,000
Dyestuffs and extracts	3,015	22,213	15,955,000
Electrical machinery, apparatus and supplies	105,600	158,768	221,309,000
Electroplating	3,558	4,461	4,510,000
Emery and other abrasive wheels	2,446	4,005	6,711,000
Enameling and japanning	2,418	1,695	3,316,000
Engravers' materials	189	549	921,000
Engraving and dyesinking	1,782	768	2,250,000
Engraving, wood	480	39	711,000
Explosives	7,058	28,601	40,140,000
Fancy articles, not elsewhere specified	14,194	8,310	22,632,000
Fertilizers	21,950	64,711	103,960,000
Files	4,521	7,383	5,691,000
Firearms and ammunition	16,042	17,840	34,112,000
Fire extinguishers, chemical	300	215	754,000
Fireworks	1,567	517	2,269,000
Flags, banners, regalia, society badges and emblems	4,522	1,173	8,144,000
Flavoring extracts	2,634	1,060	8,828,000
Flax and hemp, dressed	216	1,147	467,000
Four-mill and gristmill products	66,054	853,584	883,584,000
Food preparations	20,965	55,166	125,331,000
Foundry and machine-shop products	615,485	869,305	1,228,475,000
Foundry supplies	710	4,995	2,298,000
Fuel, manufactured	112	1,290	311,000
Fur goods	16,152	2,120	55,938,000
Furnishing goods, men's	43,935	12,116	87,710,000
Furniture and refrigerators	144,140	221,451	239,886,000
Furs, dressed	1,472	2,103	2,391,000
Galvanizing	1,689	1,367	7,338,000
Gas and electric fixtures and lamps and reflectors	22,906	15,862	45,057,000
Gas, illuminating and heating	51,007	128,350	166,814,000
Glass	72,573	128,532	92,095,000
Glass, cutting, staining, and ornamenting	11,090	4,897	16,101,000
Gloves and mittens, leather	12,950	2,889	23,631,000
Glucose and starch	5,827	28,257	48,799,000
Glue	3,840	15,596	13,718,000
Gold and silver, leaf and foil	1,553	259	2,630,000
Gold and silver, reducing and refining, not from the ore	690	1,735	23,612,000
Graphite and graphite refining	262	1,472	1,140,000
Grease and tallow	5,504	14,613	23,419,000
Grindstones	1,485	5,700	1,688,000
Haircloth	621	995	2,230,000
Hairwork	4,383	218	5,135,000
Hammocks	325	157	578,000
Hand stamps and stencils and brands	2,539	903	3,673,000
Hat and cap materials	2,618	2,922	8,236,000
Hats and caps, other than felt, straw, and wool	7,609	990	13,689,000
Hats, fur felt	27,091	19,245	47,865,000
Hats, straw	9,704	3,482	21,424,000
Hones and whetstones	173	677	268,000
Horseshoes, not made in steel works or rolling mills	360	1,045	1,015,000
Hosiery and knit goods	136,130	103,709	200,143,000
House-furnishing goods, not elsewhere specified	5,916	9,328	18,509,000
Ice, manufactured	21,107	317,789	42,953,000
Ink, printing	1,854	5,857	8,865,000
Ink, writing	824	169	2,505,000
Instruments, professional and scientific	6,175	4,856	10,504,000

SUMMARY OF MANUFACTURES: BY SPECIFIED INDUSTRIES, 1909.—Continued.

INDUSTRY.	Persons Engaged.	Primary Horse-Power.	Value of Products.
Iron and steel, blast furnaces.....	43,061	1,173,422	391,429,000
Iron and steel, steel works and rolling mills.....	260,762	2,100,978	985,723,000
Iron and steel, bolts, nuts, washers, and rivets, not made in steel works or rolling mills.....	12,395	22,113	24,485,000
Iron and steel, doors and shutters.....	1,816	1,997	3,006,000
Iron and steel forgings.....	9,193	27,803	20,293,000
Iron and steel, nails and spikes, cut and wrought, including wire nails, not made in steel works or rolling mills.....	3,239	7,723	8,192,000
Iron and steel pipe, wrought.....	7,309	20,656	30,886,000
Jewelry.....	36,992	11,204	80,350,000
Jewelry and instrument cases.....	2,441	527	3,116,000
Kaolin and ground earths.....	2,351	20,920	4,681,000
Labels and tags.....	2,880	1,589	4,670,000
Lapidary work.....	886	679	9,173,000
Lard, refined, not made in slaughtering and meat-packing establishments.....	515	723	10,326,000
Lasts.....	2,029	3,386	4,159,000
Lead, bar, pipe, and sheet.....	1,044	3,179	9,145,000
Leather goods.....	43,525	28,148	104,719,000
Leather, tanned, curried and finished.....	67,100	148,140	327,874,000
Lime.....	15,659	27,671	17,952,000
Liquors, distilled.....	8,328	46,120	204,699,000
Liquors, malt.....	66,725	347,726	374,730,000
Liquors, vinous.....	2,726	6,771	13,121,000
Locomotives, not made by railroad companies.....	16,945	35,102	31,582,000
Looking-glass and picture frames.....	7,470	5,330	13,475,000
Lumber and timber products.....	784,986	2,840,082	1,156,129,000
Malt.....	2,237	26,441	38,252,000
Marble and stone work.....	77,275	187,686	113,093,000
Matches.....	4,220	6,224	11,353,000
Mats and matting.....	1,040	1,433	2,432,000
Mattresses and spring beds.....	14,109	17,689	35,783,000
Millinery and lace goods.....	46,301	7,918	85,894,000
Mineral and soda waters.....	22,060	19,392	43,508,000
Mirrors.....	3,509	3,862	9,571,000
Models and patterns, not including paper patterns.....	5,450	5,486	8,868,000
Moving pictures.....	718	486	4,206,000
Mucilage and paste.....	901	2,335	4,918,000
Musical instruments and materials not specified.....	2,269	1,423	3,228,000
Musical instruments, pianos and organs, and materials.....	41,882	41,623	89,790,000
Needles, pins and hooks and eyes.....	4,978	4,542	6,694,000
Oakum.....	129	289	338,000
Oil, castor.....	70	385	905,000
Oil, cotton seed and cake.....	21,273	192,342	147,868,000
Oil, essential.....	408	1,218	1,737,000
Oil, linseed.....	1,753	13,211	36,739,000
Oil, not elsewhere specified.....	3,144	5,772	30,865,000
Oilcloth and linoleum.....	5,557	16,125	23,339,000
Oleomargarine.....	773	2,408	8,148,000
Optical goods.....	7,809	5,725	11,735,000
Paint and varnish.....	21,896	56,162	124,889,000
Paper and wood pulp.....	81,473	1,304,255	267,657,000
Paper goods, not elsewhere specified.....	22,385	27,067	55,171,000
Paper patterns.....	1,755	751	2,611,000
Patent medicines and compounds and druggists' preparations.....	41,101	25,659	141,942,000
Paving materials.....	1,731	5,757	6,229,000
Peanuts, grading, roasting, cleaning and shelling.....	2,177	2,827	9,737,000
Pencils, lead.....	4,513	3,448	7,379,000
Pens, fountain, stylographic and gold.....	1,820	569	4,739,000
Pens, steel.....	755	244	577,000
Petroleum, refining.....	16,640	90,268	236,998,000
Phonographs and graphophones.....	5,928	6,371	11,726,000
Photographic apparatus and materials.....	6,596	8,637	22,561,000
Photo-engraving.....	7,277	2,638	11,624,000
Pipes, tobacco.....	3,090	1,506	5,312,000
Pottery, terra-cotta and fire-clay products.....	61,022	110,017	76,119,000
Printing and publishing.....	388,466	297,763	737,876,000

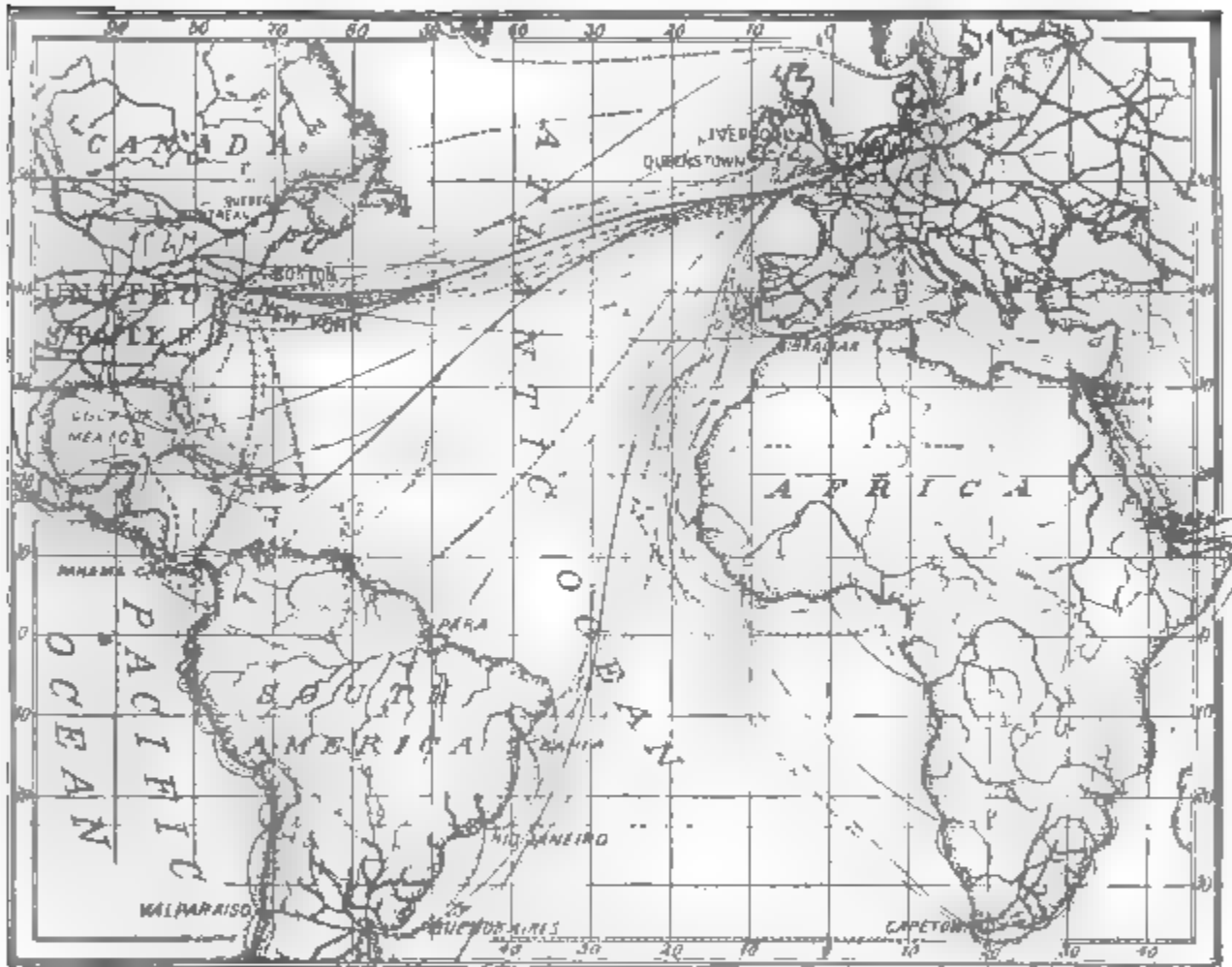
SUMMARY OF MANUFACTURES: BY SPECIFIED INDUSTRIES, 1909. — Continued.

INDUSTRY.	Persons Engaged.	Primary Horse-Power.	Value of Products.
Pulp goods.....	882	3,125	1,770,000
Pumps, not including steam pumps.....	2,623	4,214	5,583,000
Rice, cleaning and polishing.....	1,777	19,519	22,371,000
Roofing materials.....	3,530	9,431	19,204,000
Rubber goods, not elsewhere specified.....	31,284	79,062	128,436,000
Rules, ivory and wood.....	127	167	144,000
Safes and vaults.....	4,060	5,546	8,491,000
Salt.....	5,580	27,263	11,328,000
Sand and emery paper and cloth.....	779	3,351	4,358,000
Saws.....	5,757	11,852	11,536,000
Scales and balances.....	4,275	6,183	8,786,000
Screws, machine.....	1,863	3,319	3,014,000
Screws, wood.....	3,758	5,618	6,199,000
Sewing machines, cases and attachments.....	20,556	19,426	28,262,000
Shipbuilding, including boatbuilding.....	44,949	88,063	73,360,000
Shoddy.....	2,320	13,820	7,446,000
Show cases.....	3,943	4,746	7,167,000
Signs and advertising novelties.....	7,277	3,790	13,546,000
Silk and silk goods, including throwsters.....	105,238	97,947	196,912,000
Silverware and plated ware.....	18,774	15,183	42,229,000
Slaughtering and meat packing.....	108,716	208,707	1,370,568,000
Smelting and refining, copper.....	16,832	158,126	378,806,000
Smelting and refining, lead.....	8,059	26,954	167,406,000
Smelting and refining, zinc.....	7,156	21,457	34,206,000
Smelting and refining, not from the ore.....	2,596	10,705	28,072,000
Soap.....	18,393	28,360	111,358,000
Soda-water apparatus.....	2,399	2,894	6,556,000
Sporting and athletic goods.....	5,993	3,243	11,052,000
Springs, steel, car and carriage.....	3,573	7,349	9,005,000
Stationery goods, not elsewhere specified.....	7,938	6,842	16,647,000
Statuary and art goods.....	2,172	462	3,442,000
Steam packing.....	4,968	11,129	12,160,000
Stereotyping and electrotyping.....	3,661	4,076	6,384,000
Stoves and furnaces, including gas and oil stoves..	42,921	45,524	78,853,000
Sugar and molasses, not including beet sugar....	15,658	160,603	279,249,000
Sulphuric, nitric and mixed acids.....	2,582	6,494	9,884,000
Surgical appliances and artificial limbs.....	5,805	5,752	12,399,000
Tin plate and terneplate.....	5,846	8,154	47,970,000
Tin foil.....	762	1,699	3,419,000
Tobacco manufactures.....	197,637	28,514	416,695,000
Toys and games.....	6,072	5,323	8,264,000
Turpentine and resin.....	44,524	4,129	25,295,000
Type-founding and printing materials.....	2,597	1,948	4,703,000
Typewriters and supplies.....	12,101	6,845	19,719,000
Umbrellas and canes.....	6,505	2,413	15,864,000
Upholstering materials.....	4,777	17,456	13,054,000
Vault lights and ventilators.....	453	234	957,000
Vinegar and cider.....	3,073	16,681	8,448,000
Wall paper.....	4,746	5,680	14,449,000
Wall plaster.....	5,624	25,892	12,804,000
Washing machines and clothes wringers.....	2,294	3,351	5,825,000
Waste.....	2,129	4,286	11,398,000
Wheelbarrows.....	775	1,486	1,625,000
Whips.....	1,946	1,321	3,949,000
Windmills.....	2,742	3,301	6,677,000
Window shades and fixtures.....	4,770	5,737	18,571,000
Wire.....	19,945	71,959	84,486,000
Wirework, including wire rope and cable.....	14,994	20,131	41,938,000
Wood distillation, not including turpentine and resin	3,095	9,854	9,737,000
Wood carpet.....	221	269	490,000
Wood preserving.....	2,875	10,647	14,099,000
Wood, turned and carved.....	16,243	48,447	22,199,000
Wood pulling.....	759	1,366	5,181,000
Wool scouring.....	1,262	6,785	3,289,000
Woolen, worsted, and felt goods, and wool hats...	175,176	362,209	435,979,000
All other industries*.....	132	136	390,000
Total.....	7,678,578	18,680,776	\$20,672,052,000

* Includes the following industries: Millstones; ordnance and accessories; pulp, from fibre other than wood; straw goods, not elsewhere specified; and whalebone cutting.

CHAPTER V.

COMMERCE.



PRINCIPAL TRADE ROUTES ON THE ATLANTIC OCEAN.

AREA OF THE LARGEST LAKES.

	Square Miles.		Square Miles.
Caspian Sea (85 feet below the level of the Black Sea).....	169,890	Lake Taad (Afr.).....	9,800
Lake Superior (N. Am.).....	32,430	Lake Erie (N. Am.).....	9,650
Victoria Nyanza (Afr.).....	28,960	Lake Winnipeg (N. Am.).....	9,270
Lake Aral (As.).....	26,260	Great Slave Lake (N. Am.).....	8,110
Lake Huron (N. Am.).....	23,940	Great Bear Lake (N. Am.).....	8,110
Lake Michigan (N. Am.).....	23,940	Lake Balkash (As.).....	8,110
Tanganyika (Afr.).....	13,740	Lake Ontario (N. Am.).....	7,720
Lake Baikal (As.).....	13,130	Lake Ladoga (Russia).....	6,950
Nyassa (Afr.).....	10,230	Maracaibo Lake.....	6,490
		Great Salt Lake (N. Am.).....	5,600

COMMERCIAL AND FINANCIAL STATISTICS OF THE PRINCIPAL COUNTRIES OF THE WORLD.

Country.	Area. Sq. miles.	Population in latest avail- able date.	Popula- tion per square miles.	Year	Foreign commerce.					
					Imports of merchandise.	Imports from United States.	Exports of merchandise.	Exports to United States.		
Argentina.	1,139,196	7,172,000	6.30	1911	Dollars. 283,973,000	Dollars. 50,521,000	Per cent. 14.3	Dollars. 315,333,000	Dollars. 21,450,000	Per cent. 7.5
Australia.	2,974,581	4,602,000	1.56	1911	825,897,000	57,705,000	11.6	370,833,000	7,000,000	1.9
Commonwealth of Australia & N. Z.	104,751	1,083,000	10.15	1911	96,120,000	8,190,000	8.6	92,002,000	2,115,000	2.3
Austria-Hungary ¹	261,033	51,106,000	196.78	1911	647,917,000	58,821,000	9.1	488,074,000	11,800,000	2.4
Austria (including Bosnia and Herzegovina)	125,690	30,220,000	222.66	1911						
Hungary	126,427	20,680,000	166.62	1911						
Belgium ²	11,573	7,400,000	638.88	1911	832,406,000	66,800,000	7.6	682,418,000	31,000,000	3.3
Kongo, Belgian ³	913,127	20,000,000	21.90	1911	9,389,000	217,000	2.3	10,432,000		
Bolivia ⁴	708,106	2,268,000	3.20	1911	28,067,000	3,897,000	16.9	32,896,000	277,000	.8
Brazil ⁵	3,291,416	21,115,000	6.23	1911	250,771,000	28,844,000	11.2	324,920,000	* 115,731,000	35.6
Bulgaria ⁶	37,199	4,520,000	116.57	1910	34,280,000	105,000	.3	34,907,000	216,000	.6
Canada ⁷	3,729,005	7,205,000	1.93	1912	521,446,000	350,354,000	66.4	280,224,000	103,041,000	35.3
Central American States										
Costa Rica	18,601	388,000	20.76	1911	8,838,000	4,032,000	45.3	8,890,000	4,002,000	45.1
Guatemala	48,260	2,051,000	42.06	1911	6,516,000	2,096,000	41.4	10,952,000	3,207,000	29.0
Honduras	46,260	668,000	12.28	1912	3,178,000	2,305,000	73.8	3,067,000	2,730,000	89.6
Nicaragua	49,532	600,000	12.11	1910	2,684,000	1,555,000	54.3	4,556,000	1,877,000	41.2
Panama ⁸	52,380	387,000	11.95	1911	9,897,000	6,121,000	61.8	2,863,000	2,576,000	90.0
Salvador	8,170	1,707,000	208.94	1911	6,384,000	1,925,000	30.4	8,408,000	2,928,000	34.8
Chile ⁹	292,420	3,415,000	11.68	1911	127,381,000	15,776,000	12.4	123,684,000	19,009,000	15.3
China ¹⁰	4,277,170	336,042,000	76.57	1911	306,812,000	26,564,000	8.7	245,538,000	22,102,000	9.0
Colombia	435,278	5,032,000	11.56	1911	18,109,000	5,220,000	28.8	22,378,000	9,894,000	44.2
Cuba ¹¹	46,831	2,220,000	46.39	1912	119,937,000	62,426,000	52.5	146,576,000	122,947,000	83.8
Denmark ¹²	15,596	2,757,000	184.34	1911	180,074,000	17,072,000	9.0	143,821,000	896,000	.6
Ecuador ¹³	116,627	1,500,000	12.64	1910	8,018,000	2,283,000	28.1	13,537,000	4,087,000	29.9
Egypt ¹⁴	333,880	11,207,000	39.40	1911	134,884,000	1,090,000	1.2	141,306,000	10,236,000	7.3
Iranian ¹⁵	980,000	2,000,000	2.74	1911	11,240,000	11,000	.1	6,896,000	240,000	3.4
France ¹⁶	207,129	39,072,000	191.19	1911	1,556,705,000	189,895,000	10.3	1,172,824,000	73,276,000	6.3
Algeria ¹⁷	343,629	5,564,000	16.19	1911	110,260,000	1,068,000	1.0	96,533,000	834,000	.8
Tunisi	64,633	1,929,000	29.83	1911	28,688,000	808,000	2.8	27,787,000	32,000	.1
French Indo-China ¹⁸	256,215	16,900,000	66.30	1911	36,901,000	473,000	1.3	46,110,000	528,000	1.1
French colonies, N. & S. A.	2,334,196	26,160,000	7.54	1911	61,900,000	3,871,000	7.6	60,945,000	754,000	1.2
German Empire.	306,794	64,306,000	210.96	1911						

	1913	1912	1911	1910	1909	1908	1907	1906	1905	1904	1903	1902	1901	1900	1899	1898	1897	1896	1895	1894	1893	1892	1891	1890	1889	1888	1887	1886	1885	1884	1883	1882	1881	1880	1879	1878	1877	1876	1875	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1113	1112	1111	1110	1109	1108	1107	1106	1105	1104	1103	1102	1101	1100	1099	1098	1097	1096	1095	1094	1093	1092	1091	1090	1089	1088	1087	1086	1085	1084	1083	1082	1081	1080	1079	1078	1077	1076	1075	1074	1073	1072	1071	1070	1069	1068	1067	1066	1065	1064	1063	1062	1061	1060	1059	1058	1057	1056	1055	1054	1053	1052	1051	1050	1049	1048	1047	1046	1045	1044	1043	1042	1041	1040	1039	1038	1037	1036	1035	1034	1033	1032	1031	1030	1029	1028	1027	1026	1025	1024	1023	1022	1021	1020	1019	1018	1017	1016	1015	1014	1013	1012	1011	1010	1009	1008	1007	1006	1005	1004	1003	1002	1001	1000	999	998	997	996	995	994	993	992	991	990	989	988	987	986	985	984	983	982	981	980	979	978	977	976	975	974	973	972	971	970	969	968	967	966	965	964	963	962	961	960	959	958	957	956	955	954	953	952	951	950	949	948	947	946	945	944	943	942	941	940	939	938	937	936	935	934	933	932	931	930	929	928	927	926	925	924	923	922	921	920	919	918	917	916	915	914	913	912	911	910	909	908	907	906	905	904	903	902	901	900	899	898	897	896	895	894	893	8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COMMERCIAL AND FINANCIAL STATISTICS OF THE PRINCIPAL COUNTRIES OF THE WORLD—Continued.

Country.	Length of railways.		Telegraphs.			Post offices.	Miles of postal routes.	Miles of mail service performed.	Domestic money and postal orders sent.		Foreign money orders sent.	
	Date.	Miles.	Date.	Miles of line.	Miles of wire.				Number.	Value.	Number.	Value.
Argentina.....	1911	19,620	1910	37,905	100,336	2,995	45,372	17,867,249	238,804	Dollars. 5,264,988	23,473	Dollars. 391,822
Australasia:												
Commonwealth of Australia.....	1911	18,012	1910	44,100	96,825	7,834	132,242	35,960,902	7,304,104	37,813,388	3,806,378	22,705,610
New Zealand.....	" 1912	2,827	1911	11,316	37,212	≈ 2,312	.....	.....	413,314	9,639,057	156,343	2,313,862
Austria-Hungary.....	1911	28,638	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Austria (including Bosnia and Herzegovina).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hungary.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Belgium.....	1912	5,303	1912	4,955	27,382	≈ 1,658	6,614	68,319,201	4,370,217	79,451,574	747,629	10,317,820
Kongo, Belgian.....	1912	770	1912	1,367	.....	66	13,919	887,572	891	26,002	4,867	146,310
Bolivia.....	1911	635	1909	3,111	4,153	200	.....	.....	.....	.....	.....	.....
Brazil.....	1911	13,750	1909	36,199	73,124	≈ 3,246	.....	.....	.....	.....	.....	.....
Bulgaria.....	1911	1,198	1911	4,052	9,457	2,220	15,434	5,160,831	412,323	6,094,186	104,252	3,806,025
Canada.....	" 1911	25,400	1911	≈ 42,312	173,546	≈ 13,859	.....	52,065,274	≈ 3,754,301	≈ 52,568,433	≈ 2,023,456	≈ 31,497,459
Central American States:												
Costa Rica.....	1911	427	1911	.....	1,514	199	.....	.....	.....	.....	.....	.....
Guatemala.....	1911	422	1911	3,828	.....	311	.....	.....	.....	.....	.....	.....
Honduras.....	1910	106	1910	3,220	.....	264	.....	.....	.....	.....	.....	.....
Nicaragua.....	1910	171	1910	.....	3,637	135	.....	.....	.....	.....	.....	.....
Panama.....	1912	202	.....	.....	.....	96	.....	.....	.....	.....	.....	.....
Salvador.....	1910	97	1911	.....	2,573	96	1,848	36,601	.....	.....	617	2,838
Chile.....	1911	3,606	1909	.....	24,661	≈ 1,104	28,752	7,464,518	2,560,364	5,901,526	146,284	850,248
China.....	1911	5,404	1910	.....	51,166	≈ 6,201	.....	.....	.....	≈ 2,501,195	.....	.....
Colombia.....	1911	621	1909	29,327	.....	500	.....	.....	.....	.....	.....	.....
Cuba.....	1910	2,123	1910	10,676	.....	487	.....	≈ 2,545,828	.....	.....	.....	.....
Denmark.....	1911	2,294	" 1912	5,065	6,184	1,574	≈ 5,324	9,715,803	4,323,200	48,003,083	242,882	3,159,968
Ecuador.....	1910	350	1912	2,265	8,052	81	6,437	.....	.....	.....	.....	.....
Egypt.....	1911	3,639	1911	3,318	.....	.....	.....	.....	.....	.....	.....	.....
France.....	1911	31,223	1910	≈ 8,604	23,759	≈ 1,701	6,399	6,055,257	819,279	21,844,073	151,934	3,154,038
Algeria.....	1911	2,142	1910	113,583	429,140	14,016	368,991	332,830,358	60,454,209	519,107,524	1,914,217	20,537,962
Tunis.....	1911	1,080	1911	9,444	24,639	661	8,228	8,104,042	2,180,158	75,825,364	36,792	547,751
French Indo-China.....	1911	1,186	1911	2,931	10,281	419	5,182	2,701,489	288,560	4,647,007	227,917	2,770,647
French colonies, n. e. s.....	1912	1,731	1908	8,738	15,805	315	20,840	6,865,688	174,302	4,095,374	99,629	2,051,350
				16,556	21,897	617	37,717	6,845,886	129,433	3,931,084	99,629	2,125,914

German Empire.....	1912	38,854	142,020	428,841	50,543	90,534	.....	198,881,190	2,345,942,528	4,572,640	50,457,843
German colonies.....	1911	2,803	4,978	5,969	1,188	.....	.....	469,340	22,107,195	(*)	(*)
Greece.....	1911	1,830	5,062	9,065	1,082	.....	.....	207,322	3,236,816	35,475	453,195
Haiti.....	1910	64	124	.....	80	.....	.....	.....	.....	.....	.....
India, British.....	1911	32,839	74,828	297,927	19,667	158,948	192,944	23,975,280	124,084,479	163,348	2,091,703
Italy, including Ethiopia.....	1912	10,871	34,835	182,405	11,124	43,78	62,578,017	24,064,001	496,289,303	476,577	7,124,475
Japan (including Pescadore)	1911	5,355	23,595	104,464	7,717	70,803	77,087,161	17,065,517	316,541,935	21,751	324,714
but excluding Formosa.....	1911	291	1,613	2,845	135	(*)	(*)	(*)	(*)	(*)	(*)
Formosa.....	1912	767	3,451	8,451	465	21,667	4,809,780	500,174	9,467,742	1,038	25,735
Chinese (Korea).....	1911	326	436	1,281	124	785	1,103,764	282,861	5,902,428	399,456	2,162,069
Latvia.....	1912	14,103	20,468	46,437	2,859	65,247	22,803,323	1,532,101	26,172,628	131,035	2,460,960
Mexico.....	1911	2,010	4,728	28,529	1,611	9,966	21,071,362	6,181,751	35,210,679	486,749	2,973,049
Netherlands.....	1910	1,595	9,420	13,968	1,703	1,921,343	7,112,876	509,057	6,142,800	73,556	889,403
Dutch East Indies.....	1910	117	.....	.....	17	.....	.....	4,751	89,176	10,090	253,733
Dutch possessions in America.....	1911	1,917	6,849	13,128	3,496	65,171	12,318,315	617,094	12,406,373	289,226	2,212,653
Norway.....	1911	232	2,456	.....	365	.....	.....	.....	.....	.....	.....
Paraguay.....	1910	34	6,433	9,737	101	7,456	1,565,852	34,086	946,467	252	94,574
Peru.....	1911	1,656	7,080	.....	714	.....	.....	.....	.....	.....	.....
Portugal.....	1911	1,706	5,796	13,444	4,044	20,333	12,207,175	767,363	10,850,547	51,938	492,046
Portuguese colonies.....	1910	1,023	6,841	7,143	2,775	26,842	2,579,037	16,861	288,428	24,575	406,968
Romania.....	1912	2,308	4,849	12,950	2,979	64,697	17,266,010	1,491,568	13,013,575	249,243	4,203,638
Russia.....	1911	46,038	126,559	443,795	15,701	209,801	92,268,403	38,710,581	1,077,520,683	683,799	10,598,142
Finland.....	1911	2,233	(*)	(*)	2,138	(*)	(*)	(*)	(*)	(*)	(*)
Santo Domingo.....	1911	175	1,269	.....	51	.....	.....	.....	.....	.....	.....
Serbia.....	1911	840	2,703	4,180	1,529	2,107	536,300	400,561	7,086,287	46,562	741,913
Siam.....	1911	677	4,537	6,034	179	4,954	474,088	4,796	310,565	2,434	20,437
Spain.....	1911	9,199	28,441	36,066	5,674	37,091	28,364,265	7,304,614	67,756,940	365,732	3,563,004
Sweden.....	1911	8,682	6,383	20,000	4,086	40,403	20,468,422	6,340,267	119,134,991	1,410,738	15,526,730
Switzerland.....	1910	3,170	2,231	18,346	4,230	7,638	6,592,041	1,091,096	15,953,695	16,538	164,433
Turkey.....	1910	4,186	28,251	47,683	929	28,938	.....	40,280	484,237	7,328	102,500
Crete.....	1911	6,092	14,920	54,943	2,547	.....	.....	.....	638,664,570	484,237	12,982,767
Union of South Africa.....	1911	23,417	61,246	1,239,065	24,245	.....	.....	139,808,732	.....	562,780	14,786,686
United Kingdom.....	1911	6,826	27,653	.....	2,392	.....	.....	.....	.....	.....	.....
British colonies, n. & s.....	1911	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
United States.....	1911	254,733	220,928	1,817,317	58,729	436,470	578,166,367	84,530,212	582,337,604	4,445,941	87,888,026
Philippine Islands.....	1912	643	4,803	6,657	587	.....	(*)	(*)	6,892,361	(*)	1,822,973
Porto Rico.....	1912	340	690	1,420	(*)	(*)	(*)	(*)	(*)	(*)	(*)
Uruguay.....	1911	1,561	4,949	.....	.....	.....	.....	.....	.....	.....	.....
Venezuela.....	1911	575	4,771	.....	284	.....	.....	.....	.....	.....	.....
Total.....	.....	686,964	1,355,694	5,398,586	313,776	3,937,993	1,765,287,441	682,170,066	4,648,862,566	26,046,175	470,665,593

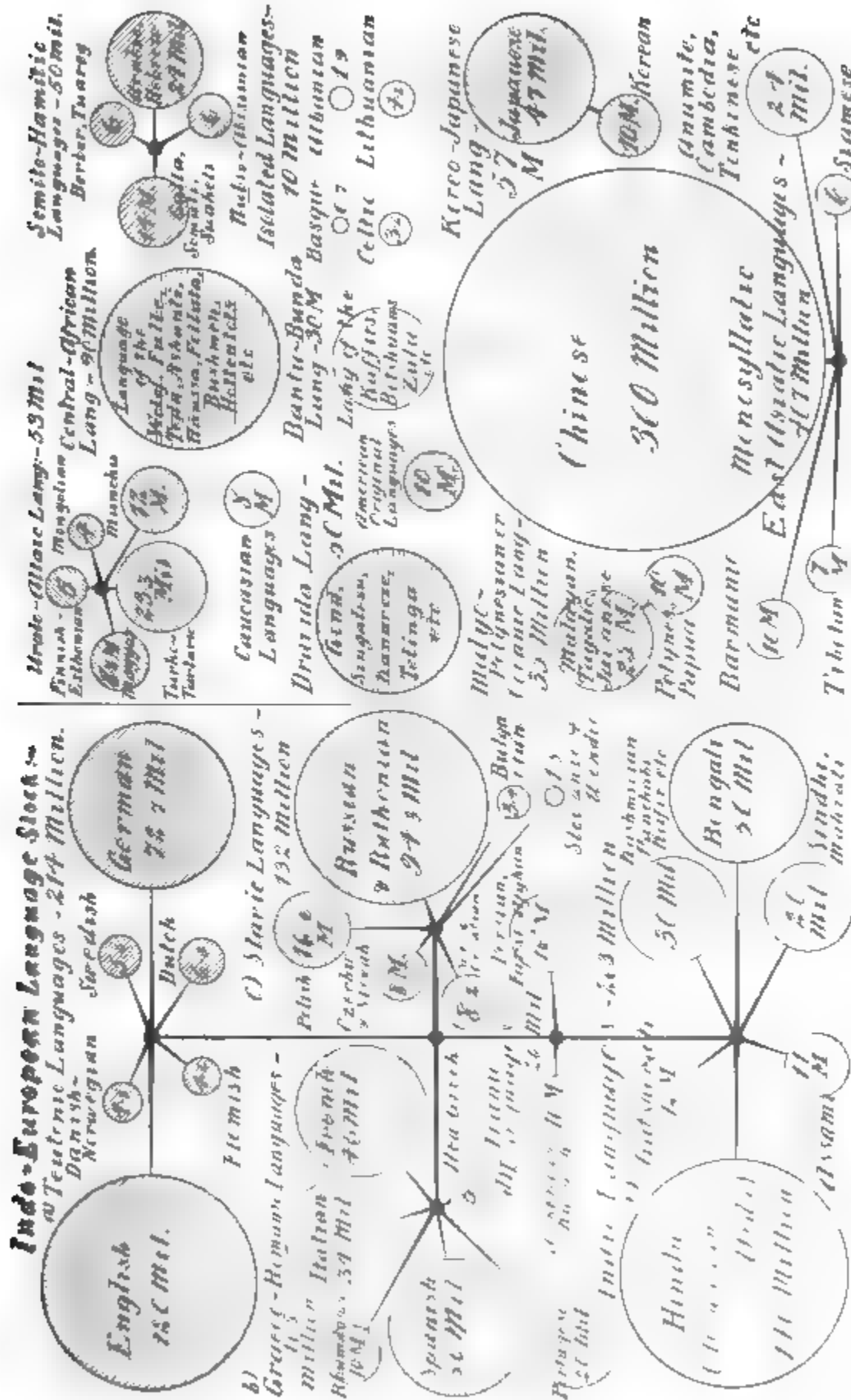
COMMERCIAL AND FINANCIAL STATISTICS OF THE PRINCIPAL COUNTRIES OF THE WORLD—Continued.

Country.	Revenue and expenditure.			Debt.						
	Year.	Revenue \$	Expendi- ture \$	Year.	Funded		Unfunded, including floating, noninterest bearing, etc.	Total in United States currency	Rates of in- terest	Interest and other annual charges.
					Currency	Amount					Currency	Amount
Argentina.....	1912	Dollars. 140,825,000	Dollars. 134,488,000	1912	Pesos, gold..... Pesos, paper.....	474,459,000 476,330,000	Pesos, paper.....	Dollars 670,438,000	Per cent 4-6	Dollars. 32,829,000
Australia: Commonwealth of Australia.....	1910-11	\$ 66,200,000	\$ 64,036,000	1912	.....	.....	Lbs. sterling.....	48,901,000	.....	.....
Australia, States.....	1910-11	\$ 181,840,000	\$ 181,274,000	1911	Lbs. sterling.....	253,461,000	.....	1,209,975,000	3-4	50,469,000
New Zealand.....	1910-11	\$ 68,345,000	\$ 68,603,000	1911	do.....	81,078,000	.....	394,567,000	3-4	11,964,000
Austria-Hungary.....	1911	92,964,000	92,854,000	1912	Kronen.....	8,178,080,000	Kronen.....	1,081,346,000	3-5	42,696,000
Austria.....	1912	592,149,000	592,067,000	1912	do.....	6,711,205,000	do.....	1,433,511,000	3-5	53,145,000
Hungary.....	1912	376,108,000	376,097,000	1910	do.....	6,078,316,000	do.....	1,234,677,000	3-5	60,423,000
Belgium.....	1912	136,761,000	136,751,000	1911	Francs.....	3,708,404,000	Francs.....	741,044,000	2 1/2-3	29,567,000
Kongo, Belgian.....	1912	8,755,000	13,309,000	1912	do.....	238,465,000	do.....	54,741,000	3-4	1,490,000
Bolivia.....	1912	6,711,000	6,757,000	1912	Lbs. sterling.....	2,735,000	.....	13,311,000	3-10	1,346,000
Brazil.....	1912	167,320,000	177,592,000	1912	do.....	82,903,000	.....	663,667,000	4-5	29,637,000
Bulgaria.....	1912	36,723,000	36,463,000	1917	Francs.....	300,000,000	Francs.....	135,300,000	4 1/2-6	7,749,000
Canada.....	1911	\$ 117,780,000	\$ 97,774,000	1911	Kilicals, paper..... Francs..... Dollars.....	620,536,000 600,466,000 275,846,000	Francs..... Dollars.....	474,941,000	2 1/2-4	14,116,000
Central American States.	1912-13	4,138,000	4,127,000	1912	Lbs. sterling.....	1,617,000	.....	14,624,000	4-5	706,000
Costa Rica.....	1911	\$ 3,723,000	\$ 4,150,000	1912	Francs.....	35,000,000	Pesos, paper.....	17,846,000	4-8	1,781,000
Guatemala.....	1912-13	2,126,000	2,126,000	1912	Pesos, gold.....	11,668,000	Pesos, silver.....	118,301,000	5-10	282,000
Honduras.....	1910	\$ 1,518,000	\$ 1,205,000	1912	Lbs. sterling.....	23,801,000	Pesos, paper.....	9,641,000	6	394,000
Nicaragua.....	1911	\$ 3,366,000	\$ 3,360,000	1912	do.....	1,209,000	U. S. dollars.....	61,000	7	4,000
Panama.....	1911	\$ 5,391,000	\$ 5,177,000	1911	U. S. dollars..... Colonias, silver.....	8,039,000 3,620,000	do..... Colonias, silver.....	13,149,000	2-6	1,454,000
Salvador.....	1911	\$ 72,927,000	\$ 72,675,000	1912	Lbs. sterling.....	34,792,000	Pesos, paper.....	210,136,000	4 1/2-5	8,212,000
Chile.....	1912	193,261,000	378,147,000	1911	Pesos, gold.....	6,008,000	.....	636,822,000	4-8	33,696,000
China.....	1912	11,116,000	11,116,000	1912	Pesos, paper.....	29,730,000	.....	23,465,000	4-6	2,644,000
Colombia.....	1911	\$ 44,116,000	\$ 44,001,000	1912	Lbs. sterling.....	111,584,000	.....	91,319,000	4 1/2-6	4,629,000
Cuba.....	1911-12	26,562,000	31,839,000	1911	Lbs. sterling.....	4,256,000	Dollars.....	90,000,000	4 1/2-8 1/2	3,000,000
Denmark.....	1911	.....	.....	1911	Kronen.....	280,990,000	.....	.....	.....	.....

Country	1913	1912	1911	1910	1909	1908	1907	1906	1905	1904	1903	1902	1901	1900	1899	1898	1897	1896	1895	1894	1893	1892	1891	1890	1889	1888	1887	1886	1885	1884	1883	1882	1881	1880	1879	1878	1877	1876	1875	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1113	1112	1111	1110	1109	1108	1107	1106	1105	1104	1103	1102	1101	1100	1099	1098	1097	1096	1095	1094	1093	1092	1091	1090	1089	1088	1087	1086	1085	1084	1083	1082	1081	1080	1079	1078	1077	1076	1075	1074	1073	1072	1071	1070	1069	1068	1067	1066	1065	1064	1063	1062	1061	1060	1059	1058	1057	1056	1055	1054	1053	1052	1051	1050	1049	1048	1047	1046	1045	1044	1043	1042	1041	1040	1039	1038	1037	1036	1035	1034	1033	1032	1031	1030	1029	1028	1027	1026	1025	1024	1023	1022	1021	1020	1019	1018	1017	1016	1015	1014	1013	1012	1011	1010	1009	1008	1007	1006	1005	1004	1003	1002	1001	1000	999	998	997	996	995	994	993	992	991	990	989	988	987	986	985	984	983	982	981	980	979	978	977	976	975	974	973	972	971	970	969	968	967	966	965	964	963	962	961	960	959	958	957	956	955	954	953	952	951	950	949	948	947	946	945	944	943	942	941	940	939	938	937	936	935	934	933	932	931	930	929	928	927	926	925	924	923	922	921	920	919	918	917	916	915	914	913	912	911	910	909	908	907	906	905	904	903	902	901	900	899	898	897	896	895	89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COMMERCIAL AND FINANCIAL STATISTICS OF THE PRINCIPAL COUNTRIES OF THE WORLD—Continued.

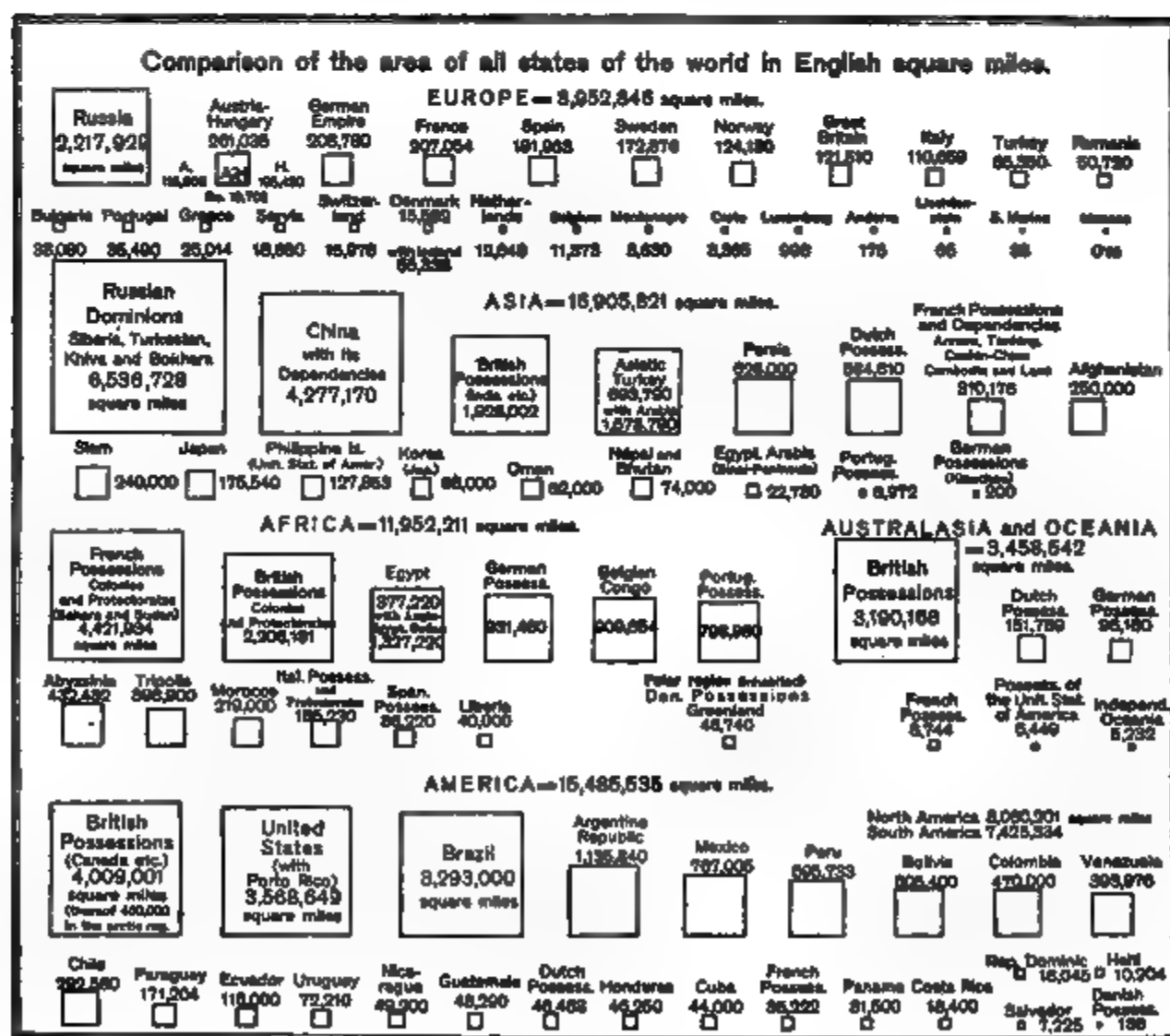
Country.	Per capita.					Railroads.		Telegraph.		Post offices per 10,000 inhabit-ants.
	Imports.	Exports.	Revenue.	Expendi- ture.	Debt.	Interest.	Per 10,000 inhabit-ants.	Per 1,000 square miles.	Length of line per 10,000 inhabit-ants.	Length of wire per 10,000 inhabit-ants.
Argentina.....	Dollars. 49.35	Dollars. 43.69	Dollars. 19.64	Dollars. 18.75	Dollars. 93.48	Dollars. 4.54	Miles. 27.4	Miles. 17.2	Miles. 52.9	Miles. 139.9
Australasia.....										
Commonwealth of Australia.....										
New Zealand.....	70.82	80.59	14.39	13.91	10.03		39.2	6.1	95.9	210.5
Austria-Hungary.....	89.48	87.11	64.31	59.85	371.27	11.26	28.7	27.0	16.7	250.0
Austria.....	12.68	9.55	1.82	1.82	20.57	.84	5.6	109.7		
Hungary.....			20.91	20.91	50.67	1.88			11.2	64.5
			18.01	18.01	58.64	2.89			7.5	42.9
Belgium.....	111.14	91.11	18.19	18.19	98.58	3.93	7.1	166.3	6.6	36.4
Kongo, Belgian.....	47	.52	.44	.66	2.74	.07	.4	.8	.7	
Belavia.....	10.61	14.39	2.96	2.96	5.87	.59	2.8	.9	13.7	18.3
Brazil.....	12.16	15.39	7.92	8.41	31.43	1.40	6.5	4.2	17.1	34.6
Bulgaria.....	7.91	5.75	8.48	8.42	31.25	1.79	32.8	32.4	9.4	21.8
Canada.....	72.37	40.28	16.63	12.39	67.06	1.99	5.9	6.8	59.7	245.1
Central American States:										
Costa Rica.....	22.78	22.91	10.67	10.64	37.69	1.82	11.0	23.1		39.1
Guatemala.....	3.21	5.41	1.83	2.04	8.79	.87	2.1	8.7	18.8	
Honduras.....	5.61	5.42	3.76	3.76	209.01	.60	1.9	2.3	56.9	
Nicaragua.....	4.77	7.59	2.53	2.01	16.07	.66	2.8	3.5		60.6
Panama.....	25.57	7.40	8.70	8.68	7.13	.01	5.2	6.2		
Salvador.....	3.10	4.92	3.16	3.03	7.70	.85	.6	12.1		15.1
Chile.....	37.30	36.28	21.08	21.24	61.83	2.40	10.6	12.3		72.2
China.....	.91	.73	.58	1.12	1.90	.10	.2	1.3	.9	1.5
Colombia.....	3.60	4.45	2.21	2.21	4.66	.51	1.2	1.4	21.2	
Cuba.....	53.86	66.07	19.87	19.82	27.62	2.08	9.6	46.4	22.8	27.9
Denmark.....	63.58	52.16	9.28	11.36	32.65	1.11	8.3	153.8	8.2	20.2
Ecuador.....	5.35	9.10	4.40	7.15	13.79	.73	2.5	3.0	22.1	
Egypt.....	11.92	12.52	6.96	6.74	40.80	2.01	3.2	9.5	7.7	21.1
Sudan.....	4.32	2.62								
France.....	39.31	29.62	21.92	21.92	168.67	4.69	7.9	150.8	28.7	108.4
Algeria.....	19.82	17.68	5.04	5.04	1.86	.59	3.9	16.2	17.0	44.3
Tunis.....	12.17	14.37	5.45	5.45	35.74	1.55	5.6	6.7	15.2	53.3
French Indo-China.....	2.17	2.83	1.50	1.80	2.79	.13	.7	4.6	5.1	9.3
French colonies, n. e. s.....	2.46	2.42	1.06	1.01	2.37	.09	.7	.5	6.6	8.7



LANGUAGES OF THE WORLD.

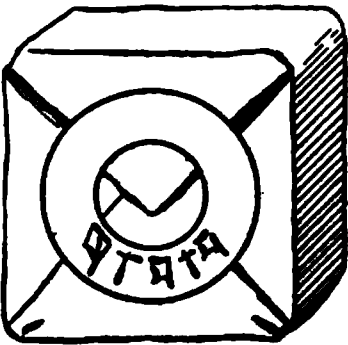
FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821-1912.

Year	Total imports and exports.				Per cent. carried in American vessels.
	In cars and other land vehicles.	By sea.			
		In American vessels.	In foreign vessels.	Total.	
1821		\$113,201,462	\$14,358,235	\$127,559,697	88.7
1830		129,918,458	14,447,970	144,366,428	89.9
1840		198,424,609	40,802,856	239,227,465	82.9
1850		239,272,084	90,764,954	330,037,038	72.5
1860		507,247,757	255,040,793	762,288,550	66.5
1870		352,969,401	638,927,488	991,896,889	35.6
1880	\$20,981,393	258,340,577	1,224,265,434	1,482,612,011	17.4
1890	73,571,263	202,451,086	1,371,116,744	1,573,567,830	12.9
1900	154,895,650	195,084,192	1,894,444,424	2,089,528,616	9.3
1910	319,132,528	260,847,147	2,721,962,475	2,982,799,622	8.7
1911	365,903,334	280,206,484	2,930,436,506	3,210,642,970	8.7
1912	426,116,920	322,451,585	3,109,018,858	3,431,470,423	9.4

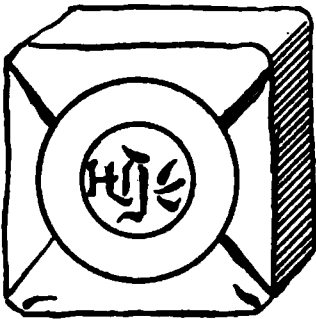


TRADE WITH THE NON-CONTIGUOUS TERRITORIES OF THE UNITED STATES.

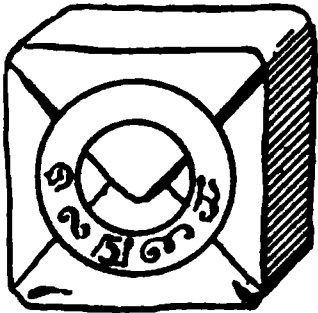
The trade of the United States with its non-contiguous territories continued to expand, the figures of 1912 showing a larger amount than ever before. The value of the merchandise forwarded to the non-contiguous territories was: To Alaska, 19½ million dollars, against 16 million in 1911: to Porto Rico, 38½ million in 1912, against 34½ million in 1911; to Hawaii, 24½ million, against 22 million in 1911; to the Philippine Islands, 20½ million, against 19½ million in the preceding year. This makes the total value of the merchandise shipped to the non-contiguous territories of the United States 103 million dollars in 1912, against 92½ million in 1911, and 83 million in 1910. The merchandise entering the United States from its non-contiguous territories shows in most cases larger totals in 1912 than in the preceding years. From Alaska the value of such shipments was 21¼ million dollars in 1912, against 14 million in the preceding year; from Porto Rico, 42¼ million, against 34¼ million in 1911; from Hawaii, 55 million, against 41 million in 1911; and from the Philippine Islands, 21½ million, against 16¼ million in the preceding year. This makes the total value of the merchandise shipped to the United States from its non-contiguous territories 141 million dollars in 1912, against 107½ million in 1911, 108 million in 1910, and 89½ million in 1909.



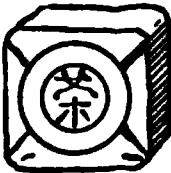
INDIA
248,020,398



CHINA
214,683,333
(EXPORTS ONLY)



CEYLON
179,834,462



JAPAN
60,455,913



JAVA
26,127,110

TEA.
A YEAR'S PRODUCTION.
(In lbs.)

MERCHANDISE IMPORTED: VALUE AND PER CENT. OF TOTAL VALUE, IN SPECIFIED YEARS.
1821 TO 1911 BY GREAT GROUPS.

Year ended June 30.	Foodstuffs in crude condition, and food animals.		Foodstuffs partly or wholly manufac-tured.		Crude materials for use in manufac-turing.		Manufactures for further use in manufacturing		Manufactures ready for consumption.		Miscellaneous.		Total value.
	Value.	Per ct.	Value.	Per ct.	Value.	Per ct.	Value.	Per ct.	Value.	Per ct.	Value.	Per ct.	
1821.....	Dollars. 6,081,641	11.15	Dollars. 10,820,814	19.85	Dollars. 1,983,706	3.64	Dollars. 4,079,064	7.48	Dollars. 30,998,900	56.86	Dollars. 556,709	1.02	Dollars. 54,520,834
1830.....	7,382,274	11.77	9,653,971	15.39	4,214,825	6.72	5,152,486	8.22	35,734,837	56.97	582,563	.93	62,720,956
1840.....	15,273,321	15.54	15,188,845	15.46	11,510,245	11.71	11,356,196	11.56	44,300,005	45.09	630,094	.64	98,258,706
1850.....	18,011,659	10.38	21,465,776	12.37	11,711,266	6.75	26,163,152	15.08	95,312,499	54.93	845,174	.49	173,509,526
1860.....	35,743,826	10.11	53,771,067	15.26	37,073,022	10.48	23,613,395	6.67	199,878,690	56.52	3,536,119	1.00	353,616,119
1870.....	53,981,838	12.38	96,253,561	22.08	53,118,022	12.18	54,545,306	12.51	173,034,847	39.69	5,024,834	1.16	435,958,408
1880.....	100,297,040	15.01	118,125,216	17.69	131,861,617	19.74	110,779,516	16.59	196,587,405	29.43	10,303,952	1.54	667,954,746
1890.....	128,480,142	16.28	133,332,031	16.89	170,637,250	21.62	116,924,080	14.81	230,685,581	29.23	9,251,325	1.17	789,310,409
1900.....	97,916,293	11.52	133,027,374	15.65	276,241,152	32.50	134,222,045	15.79	203,126,341	23.90	5,407,979	.64	849,941,184
1910.....	144,776,636	9.30	181,566,572	11.66	566,270,770	36.37	285,138,373	18.31	367,723,367	23.62	11,471,712	.74	1,556,947,430
1911.....	181,194,863	11.87	172,006,501	11.26	511,362,140	33.48	289,785,652	18.84	361,422,180	23.67	13,454,769	.88	1,527,226,105
1912.....	290,358,290	13.93	196,100,608	11.86	555,986,041	33.63	298,789,134	17.77	360,018,968	21.78	17,061,968	1.08	1,653,264,984

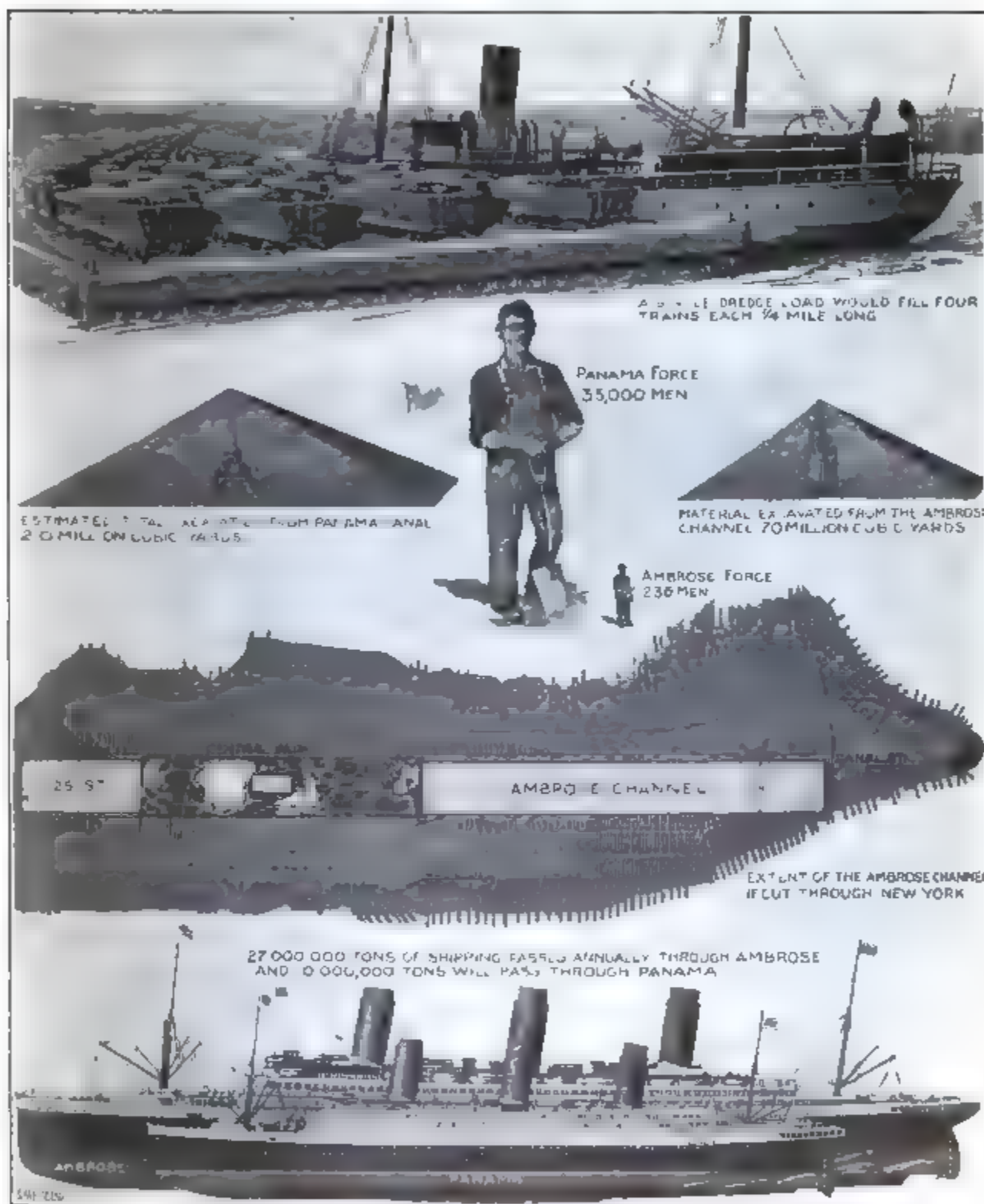
IMPORTS INTO THE UNITED STATES OF PRINCIPAL CRUDE ARTICLES FOR USE IN MANUFACTURING FOR SPECIFIED YEARS, 1870-1912.

[Those ten groups embrace about three-fourths of the value of crude materials imported for use in manufacturing.]

YEARS ENDING JUNE 30—	Fibers, unmanu- factured.	Silk, raw.	India rub- ber, gutta- percha, and substitutes for.	Hides and skins.	Furs and fur skins, undressed.	Chemicals, drugs, and dyes.	Wool, raw.	Cotton, raw.	Wood, unmanu- factured.	Tin in bars, blocks, etc.
1870.....	Dollars. 6,043,102	Dollars. 3,017,958	Dollars. 3,459,635	Dollars. 14,402,339	Dollars. 2,236,229	Dollars. 11,285,451	Dollars. 6,743,350	Dollars. 331,573	Dollars. 670,131	Dollars. 1,984,238
1875.....	6,236,099	4,504,306	4,675,490	18,536,902	4,530,753	11,726,955	11,071,259	408,808	1,895,585	2,327,212
1880.....	9,392,868	13,837,809	9,606,239	30,002,254	2,496,277	17,859,632	23,727,650	591,120	2,884,579	6,223,176
1885.....	12,392,498	12,925,437	9,096,286	20,596,443	1,854,262	12,057,537	8,879,923	954,760	3,587,651	4,283,460
1890.....	20,541,767	24,331,867	14,854,512	21,881,886	2,165,213	15,434,869	16,264,083	1,392,728	4,254,789	6,898,909
1891.....	21,286,705	19,076,081	18,020,804	27,930,759	2,822,166	18,605,987	18,231,372	2,825,004	5,288,264	7,977,545
1892.....	19,124,094	25,059,325	19,833,090	26,850,218	3,352,429	17,211,612	19,688,108	3,217,521	5,626,143	8,667,870
1893.....	21,371,555	29,836,986	17,964,657	28,347,896	4,049,173	19,538,444	21,064,180	4,688,799	6,706,798	12,358,999
1894.....	12,163,481	16,234,182	15,162,332	16,786,152	2,641,205	14,534,859	6,107,438	3,003,888	6,010,492	2,640,770
1895.....	13,282,081	22,626,056	18,475,382	26,122,942	3,320,058	15,364,997	25,556,421	4,714,375	7,374,205	6,787,424
1896.....	12,870,094	26,763,428	16,781,533	30,520,177	3,545,700	17,794,259	32,451,242	6,578,212	8,439,156	6,761,716
1897.....	12,336,418	18,918,283	17,558,163	27,863,026	2,938,979	16,314,041	53,243,191	5,884,202	8,519,928	6,535,852
1898.....	13,446,186	32,110,066	25,545,391	37,088,932	3,832,603	16,166,245	16,783,692	5,019,503	6,434,091	8,776,151
1899.....	20,300,098	32,479,627	32,041,026	41,988,043	5,645,731	17,294,784	8,822,897	5,013,146	5,849,912	11,843,357
1900.....	26,373,805	45,329,760	31,792,697	57,936,698	6,646,807	20,452,489	20,260,936	7,900,945	5,961,456	19,104,301
1901.....	22,932,506	30,051,365	28,835,178	48,220,013	6,238,842	20,256,257	12,529,831	6,787,828	6,950,123	19,806,551
1902.....	31,545,962	42,635,351	25,652,977	58,011,168	9,787,013	22,216,861	17,711,788	12,208,231	7,587,901	19,461,850
1903.....	34,462,513	50,011,050	31,004,541	58,031,613	8,815,108	25,496,483	22,152,961	11,698,653	8,294,963	23,618,802
1904.....	37,814,285	46,100,500	41,049,434	52,006,070	9,005,873	25,688,083	24,813,591	9,387,331	8,429,218	21,496,311
1905.....	38,118,071	61,040,053	50,729,873	64,794,146	10,502,907	23,877,238	46,225,558	10,650,624	7,880,746	23,378,471
1906.....	39,360,290	54,080,504	46,188,374	83,882,167	13,116,716	28,882,157	39,068,372	12,235,634	8,931,114	30,932,998
1907.....	42,239,358	71,411,899	60,511,459	83,206,545	12,911,434	29,108,453	41,534,028	20,973,255	11,471,595	38,117,459
1908.....	35,493,083	64,546,903	38,030,022	54,770,136	9,580,323	24,306,004	23,664,938	14,617,734	12,500,437	25,295,061
1909.....	29,748,353	79,903,586	63,167,103	78,487,324	11,653,586	23,833,946	45,171,994	13,622,862	11,455,143	26,007,216
1910.....	32,418,839	67,129,603	103,862,799	112,247,836	15,589,268	24,609,326	51,220,944	15,816,138	15,176,506	30,899,532
1911.....	30,752,250	74,998,265	90,575,643	70,504,980	15,351,001	23,122,846	23,228,005	24,776,320	14,475,198	37,935,978
1912.....	34,402,866	69,541,672	102,941,901	102,476,327	17,339,198	22,422,599	33,078,342	20,217,581	14,271,416	26,214,198

COMPARISON OF SPEED.

	In one sec.	In one sec.	In one sec.
Snail	1 1/2 in.	Ocean-steamer	11 yds.
Pedestrian	3 ft.	Skater	13 "
Horse walking	4 "	Luggage train	13 "
Pedestrian walking quickly.....	6 1/2 "	Storm	19 "
Horse trotting	11 1/2 "	Parliamentary train	20 "
Gentle breeze	13 "	Carrier pigeon	20 "
Horse galloping	15 "	Velocipede (racing)	22 "
River-steamer	16 "	Horse (racing)	27 "
Sailing boat	9 yds.	Express train	28 "
Swallow	50 yds.	the equator	490 "
Sound	360 "	Revolution of the earth around the sun 19 mi.	186,000 "
Breech loading rifle	470 "	Electricity	250,000 "
Cannon ball	490 "		
Revolution of the earth on its axis at			



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The Ambrose Channel is one-third the size of the Panama Canal, it has been excavated with one hundred and fifteenth of the number of men, it is now accommodating more shipping than will the Panama Canal in many years to come.

THE AMBROSE CHANNEL AS MEASURED BY THE PANAMA CANAL

MILESTONES OF MARITIME PROGRESS.

1833—Sails to wooden paddles.
1843—Wood to iron hulls.
1850—Paddles to screw-propellers.
1856—Simple to compound engines.

1879—Iron to steel hulls.
1889—Simple to twin-screw.
1900—Triple-expansion to turbine engines.
1907—Quadruple-screw propellers.

IMPORTS AND DOMESTIC EXPORTS OF MERCHANDISE, BY PRINCIPAL ARTICLES AND CLASSES, YEARS ENDING JUNE 30, 1906-1912.

EXPORTS.

Order of rank, 1911.	ARTICLES.	1912	
		Value.	Per cent of total.
1	Cotton unmanufactured	555,846,271	26.97
2	Iron and steel manufactures of	268,154,262	12.26
3	Meat and dairy products	146,261,676	7.20
4	Wool, raw	128,979,716	6.11
5	Wool, manufactures of	117,062,764	5.59
6	Wool, manufactures of	112,472,100	5.36
7	Wool, manufactures of	96,762,190	4.59
8	Wool, manufactures of	86,762,190	4.10
9	Wool, manufactures of	82,046,750	3.90
10	Wool, manufactures of	60,762,190	2.84
11	Wool, manufactures of	46,835,042	2.23
12	Wool, manufactures of	42,046,750	2.00
13	Wool, manufactures of	38,046,750	1.80
14	Wool, manufactures of	34,046,750	1.60
15	Wool, manufactures of	30,046,750	1.40
16	Wool, manufactures of	26,046,750	1.20
17	Wool, manufactures of	22,046,750	1.00
18	Wool, manufactures of	18,046,750	0.80
19	Wool, manufactures of	14,046,750	0.60
20	Wool, manufactures of	10,046,750	0.40
21	Wool, manufactures of	6,046,750	0.20
22	Wool, manufactures of	2,046,750	0.00
23	Wool, manufactures of	1,046,750	0.00
24	Wool, manufactures of	500,000	0.00
25	Wool, manufactures of	250,000	0.00
26	Wool, manufactures of	125,000	0.00
27	Wool, manufactures of	62,500	0.00
28	Wool, manufactures of	31,250	0.00
29	Wool, manufactures of	15,625	0.00
30	Wool, manufactures of	7,812	0.00
31	Wool, manufactures of	3,906	0.00
32	Wool, manufactures of	1,953	0.00
33	Wool, manufactures of	976	0.00
34	Wool, manufactures of	488	0.00
35	Wool, manufactures of	244	0.00
36	Wool, manufactures of	122	0.00
37	Wool, manufactures of	61	0.00
38	Wool, manufactures of	30	0.00
39	Wool, manufactures of	15	0.00
40	Wool, manufactures of	7	0.00
Total		170,319,823	100.00

Order of rank, 1912.	ARTICLES.	1912	
		Value.	Per cent of total.
1	Coffee	117,328,548	7.13
2	Sugar	113,512,079	6.99
3	India rubber and gutta-percha, crude.	102,841,901	6.23
4	Hides and skins other than fur skins	102,476,323	6.20
5	Chemicals, drugs and dyes	92,029,625	5.76
6	Silk unmanufactured	86,541,672	5.31
7	Cotton manufactures of	65,162,750	4.04
8	Flowers, vegetable, etc., manufactures of	58,659,840	3.61
9	Wool and manufactures of	52,502,131	3.18
10	Wool and manufactures of	46,214,166	2.80
11	Wool and manufactures of	40,777,269	2.54
12	Wool and manufactures of	37,889,376	2.36
13	Wool and manufactures of	35,042,837	2.17
14	Wool and manufactures of	32,042,837	2.00
15	Wool and manufactures of	29,042,837	1.80
16	Wool and manufactures of	26,042,837	1.60
17	Wool and manufactures of	23,042,837	1.40
18	Wool and manufactures of	20,042,837	1.20
19	Wool and manufactures of	17,042,837	1.00
20	Wool and manufactures of	14,042,837	0.80
21	Wool and manufactures of	11,042,837	0.60
22	Wool and manufactures of	8,042,837	0.40
23	Wool and manufactures of	5,042,837	0.20
24	Wool and manufactures of	2,042,837	0.00
25	Wool and manufactures of	1,042,837	0.00
26	Wool and manufactures of	500,000	0.00
27	Wool and manufactures of	250,000	0.00
28	Wool and manufactures of	125,000	0.00
29	Wool and manufactures of	62,500	0.00
30	Wool and manufactures of	31,250	0.00
31	Wool and manufactures of	15,625	0.00
32	Wool and manufactures of	7,812	0.00
33	Wool and manufactures of	3,906	0.00
34	Wool and manufactures of	1,953	0.00
35	Wool and manufactures of	976	0.00
36	Wool and manufactures of	488	0.00
37	Wool and manufactures of	244	0.00
38	Wool and manufactures of	122	0.00
39	Wool and manufactures of	61	0.00
40	Wool and manufactures of	30	0.00
Total		1,638,244,034	100.00

**PRINCIPAL PORTS OF THE WORLD: FOREIGN COMMERCE DURING
THE LATEST YEAR FOR WHICH DATA ARE AVAILABLE.**

[Sources: Official reports of the respective countries.]

Country and port.	Year. ¹	Imports.	Exports.	Total commerce.
EUROPE.				
United Kingdom:		<i>Dollars</i>	<i>Dollars</i>	<i>Dollars.</i>
London ²	1911	1,119,238,867	672,818,684	1,791,857,841
Liverpool.....	1911	778,229,887	839,051,180	1,617,280,476
Hull.....	1911	199,029,877	147,799,722	347,729,599
Manchester ³	1911	158,175,826	105,313,585	263,489,211
Southampton.....	1911	101,052,736	128,728,445	229,781,181
Glasgow.....	1911	76,068,987	153,318,323	229,387,310
Harwich.....	1911	109,492,500	38,221,169	147,713,769
Grimaby.....	1911	66,912,484	98,540,379	165,452,763
Leith.....	1911	73,251,366	35,393,539	108,644,905
Tyne ports ⁴	1911	47,816,717	50,061,769	97,700,516
Cardiff.....	1911	29,280,621	61,648,009	90,928,630
Bristol.....	1911	75,710,008	19,548,419	95,258,027
Belfast.....	1911	38,620,551	6,250,986	44,871,537
Germany:				
Hamburg.....	1911	962,928,352	711,261,824	1,674,187,176
Bremen.....	1911	323,090,499	178,056,071	501,146,540
Belgium: Antwerp.....	1911	594,473,089	527,182,730	1,121,654,799
France:				
Marseille.....	1911	563,669,100	314,762,200	878,431,300
Havre.....	1911	316,944,400	214,152,200	531,096,600
Dunkirk.....	1911	182,806,600	30,280,800	213,087,400
Bordeaux.....	1911	95,918,900	92,404,200	188,323,100
Italy: Genoa.....	1910	174,837,600	86,240,414	261,077,014
Austria-Hungary:				
Trieste.....	1911	141,795,166	124,710,102	266,505,268
Fiume.....	1910	25,387,000	28,439,500	53,826,500
Russia:				
St. Petersburg.....	1910	77,154,500	58,783,218	135,937,718
Riga.....	1910	46,575,482	91,715,878	138,291,360
Odessa.....	1910	28,542,305	41,390,953	69,933,258
Reval.....	1910	34,086,511	12,899,399	46,985,910
Novorossiysk.....	1910	8,684,472	35,522,800	44,207,272
Vladivostok.....	1910	24,664,556	896,292	25,560,848
Spain:				
Barcelona.....	1910	57,688,838	26,774,964	84,463,797
Bilbao.....	1910	18,561,498	10,901,903	29,463,401
AMERICA.				
United States: ⁵				
New York.....	1912	975,744,320	817,945,903	1,793,690,123
New Orleans.....	1912	75,089,887	149,460,910	224,550,797
Galveston.....	1912	4,309,758	2,814,007	7,123,765
Boston ⁶	1912	129,293,016	69,892,771	199,185,787
Philadelphia.....	1912	85,038,185	69,069,730	154,107,915
Baltimore.....	1912	26,438,400	92,111,877	118,549,277
San Francisco.....	1912	59,235,471	49,249,734	108,485,205
Savannah.....	1912	5,129,979	104,286,025	109,416,004
Puget Sound.....	1912	39,011,250	63,741,672	102,752,922
Canada: Montreal ⁷	1912	138,291,851	74,444,969	212,736,720
Mexico: ⁸				
Tampico.....	1912	19,037,493	46,192,692	65,230,185
Veracruz.....	1912	36,809,532	48,614,581	85,424,113
Cuba: Habana ⁹	1911	71,219,293	43,996,135	115,215,428
Argentina: Buenos Aires.....	1912	304,131,048	176,406,198	479,536,241
Brazil:				
Santos.....	1911	84,333,972	160,589,521	244,923,493
Rio Janeiro.....	1910	87,267,063	38,006,876	125,273,939
Chile:				
Valparaiso.....	1911	59,377,274	5,547,220	64,924,494
Iquique.....	1911	10,200,782	23,689,957	33,890,739
Uruguay: Montevideo.....	1911	43,587,073	31,430,794	75,017,867

¹ Calendar years unless otherwise specified by note.

² Including Queenborough.

³ Including Runcorn.

⁴ Tyne ports comprise Newcastle, North Shields, and South Shields.

⁵ Years ended June 30.

⁶ Including Charlestown.

⁷ Years ended Mar. 31.

**PRINCIPAL PORTS OF THE WORLD: VESSEL TONNAGE MOVEMENT IN
THE FOREIGN TRADE, DURING THE LATEST YEAR FOR WHICH
DATA ARE AVAILABLE.**

[Sources: Official reports of the respective countries.]

Country and port.	Year. ¹	Entered.	Cleared.	Country and port.	Year. ¹	Entered.	Cleared.
EUROPE.				AMERICA—contd.			
Great Britain:		<i>Net tons.</i>	<i>Net tons.</i>	United States—		<i>Net tons.</i>	<i>Net tons.</i>
Cardiff.....	1911	5,526,428	8,328,047	Continued.			
Hull.....	1911	3,534,964	3,185,390	Puget Sound....	1912	2,498,150	2,857,819
Liverpool....	1911	7,887,719	6,890,371	San Francisco..	1912	928,289	1,154,943
London.....	1911	11,973,249	9,004,974	Canada: ²			
Tyne ports....	1911	5,964,498	6,842,199	Montreal.....	1912	1,702,600	1,683,261
Glasgow.....	1911	2,146,512	3,418,771	Vancouver.....	1912	1,884,846	1,874,263
Malta-Valetta ³	1912	4,119,221	4,120,599	Victoria.....	1912	1,874,102	1,748,749
Gibraltar.....	1911	5,903,529	5,800,634	Mexico: ^{4,5}			
Germany:				Vera Cruz.....	1911	925,086	788,024
Hamburg.....	1911	11,830,949	11,945,239	Tampico.....	1911	551,698	762,195
Bremen.....	1911	1,485,487	1,437,371	Argentina: Bue-			
Bremerhaven..	1911	1,606,538	1,608,388	nos Aires.....	1908	6,981,477	5,079,863
Denmark: Copen-				Brazil:			
hagen.....	1910	3,135,006	3,239,021	Santos.....	1911	3,440,880	3,310,414
France:				Rio de Janeiro..	1911	4,541,820	3,696,907
Havre.....	1910	4,028,057	4,138,172	Cuba: Habana ⁶ ..	1911	3,117,313	3,121,372
Cherbourg....	1910	4,034,061	4,031,007				
Bordeaux.....	1910	2,062,188	2,194,755	ASIA.			
Boulogne.....	1910	2,523,146	2,510,454	British India: ²			
Marseille....	1910	8,161,344	8,186,316	Bombay.....	1911	1,829,997	1,652,871
Austria: Trieste	1911	2,031,995	2,021,034	Calcutta.....	1911	2,059,652	1,741,638
Belgium: Antwerp	1911	13,330,609	13,325,781	British Colonies:			
Netherlands: Rot-				Hongkong-Vic-			
terdam.....	1911	11,052,186	10,800,490	toria ⁵	1911	10,246,622	10,243,898
Italy:				Singapore ⁷	1911	7,737,785	7,717,691
Genoa.....	1910	4,562,082	4,025,097	Colombo ⁸	1911	7,074,152	7,073,170
Naples.....	1910	3,303,898	3,296,836	Aden ^{1,9}	1912	3,594,886	3,592,154
Greece: Piræus	1910	3,778,371	3,776,056	China: Shanghai ¹⁰	1911	9,170,309	9,429,996
Portugal: Lisbon.	1910	4,739,353	4,635,966	Japan:			
Russia:				Yokohama.....	1911	3,645,162	3,448,773
Cronstadt-St.				Nagasaki.....	1911	2,418,310	2,382,144
Petersburg....	1910	1,897,517	1,694,816	Kobe.....	1911	5,640,946	5,539,847
Odessa.....	1910	1,413,157	1,354,952	Moji.....	1911	4,086,431	4,113,479
Riga.....	1910	1,683,826	1,744,846	AFRICA.			
Taganrog.....	1910	1,189,742	1,190,894	Egypt: Alexan-			
Vladivostok....	1910	895,417	826,250	dria.....	1911	3,443,705	3,414,966
Spain:				Union of South			
Barcelona....	1910	2,464,111	1,645,045	Africa:			
Bilbao (Vizcaya)	1910	2,148,286	1,609,378	Cape Town....	1911	2,106,902	1,952,023
Turkey: Constantinople	1912	* 20,171,065		Port Natal....	1911	3,078,753	3,133,359
AMERICA.				OCEANIA.			
United States: ⁴				Australia: ¹¹			
New York.....	1912	13,673,763	13,549,138	Melbourne.....	1911	550,256	372,216
Boston and				Sydney.....	1911	991,706	944,972
Charlestown..	1912	2,948,244	1,872,403	Fremantle.....	1911	802,860	607,842
Philadelphia..	1912	2,700,193	2,187,408	Adelaide.....	1911	581,385	433,289
Baltimore....	1912	1,192,037	1,489,406				
Galveston....	1912	1,025,257	1,349,347				
New Orleans..	1912	2,214,681	2,360,043				

¹ Calendar years unless otherwise specified by note.

² Year ended Mar. 31.

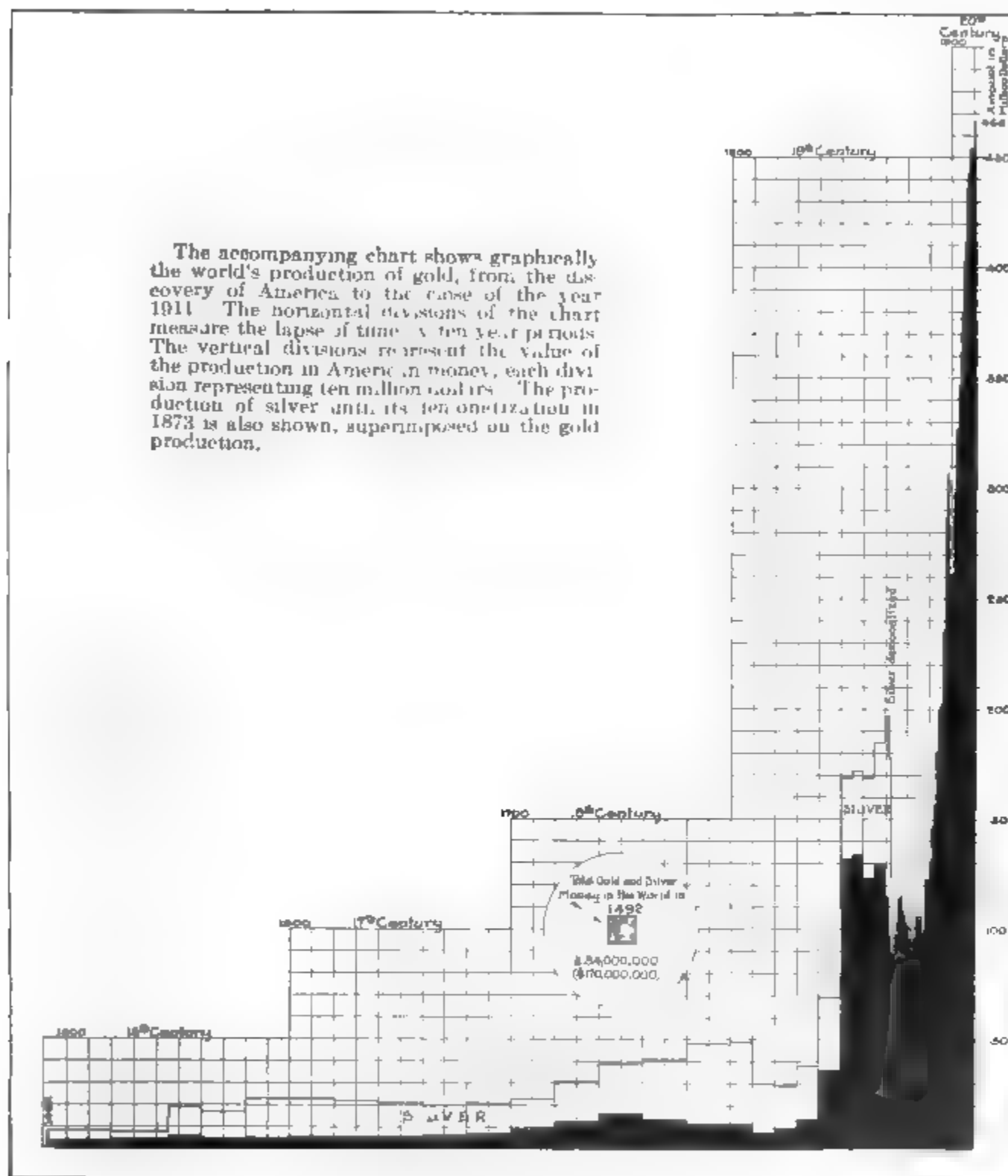
³ Total movement of shipping excluding sailing and small coasting vessels. Separate data for entrances and clearances not available. Year ended Feb. 23.

⁴ Year ended June 30.

⁵ Gross tons.

⁶ Excluding Chinese junks engaged in the foreign trade.

The accompanying chart shows graphically the world's production of gold, from the discovery of America to the close of the year 1911. The horizontal divisions of the chart measure the lapse of time, in ten year periods. The vertical divisions represent the value of the production in American money, each division representing ten million dollars. The production of silver until its denatization in 1873 is also shown, superimposed on the gold production.



THE WORLD'S PRODUCTION OF GOLD AND SILVER.

NOTES TO PRECEDING PAGE—Continued.

* Excluding warships, transports, yachts, native craft and steam and sailing vessels under 50 tons, but including vessels engaged in intersettlement trade.

† Excluding the tonnage of vessels that called for the purpose of coaling and for orders only.

‡ Including native craft.

§ Tonnage of vessels entered and cleared at the maritime customs.

|| Figures of direct entrances and clearances from and to places outside the Commonwealth.

PRINCIPAL PORTS OF THE WORLD: FOREIGN COMMERCE DURING THE LATEST YEAR FOR WHICH DATA ARE AVAILABLE—Continued.

Country and port.	Year.	Imports.	Exports.	Total commerce.
ASIA.				
China: Shanghai ¹	1911	<i>Dollars.</i> 137,671,828	<i>Dollars.</i> 104,414,266	<i>Dollars.</i> 241,986,094
Japan:				
Yokohama.....	1911	87,439,734	112,672,238	200,112,972
Kobe.....	1911	127,008,203	59,288,935	186,297,138
British Colonies:				
Singapore ²	1911	148,556,462	120,944,062	269,500,524
Calcutta ^{3,4}	1911	157,483,211	252,646,619	410,129,830
Bombay ^{3,4}	1911	163,680,789	204,600,066	368,280,855
AFRICA				
Egypt: Alexandria.....	1911	107,006,158	138,477,779	245,483,937
OCEANIA.				
Australia: ⁵				
Sydney.....	1911	128,332,288	149,880,412	278,212,700
Melbourne.....	1911	104,682,907	87,168,466	191,851,373

¹ Direct foreign trade, exclusive of reexports.

² Exclusive of inter-settlement trade.

³ Years ended Mar. 31.

⁴ Merchandise only, exclusive of Government stores.

⁵ Exclusive of interstate commerce.

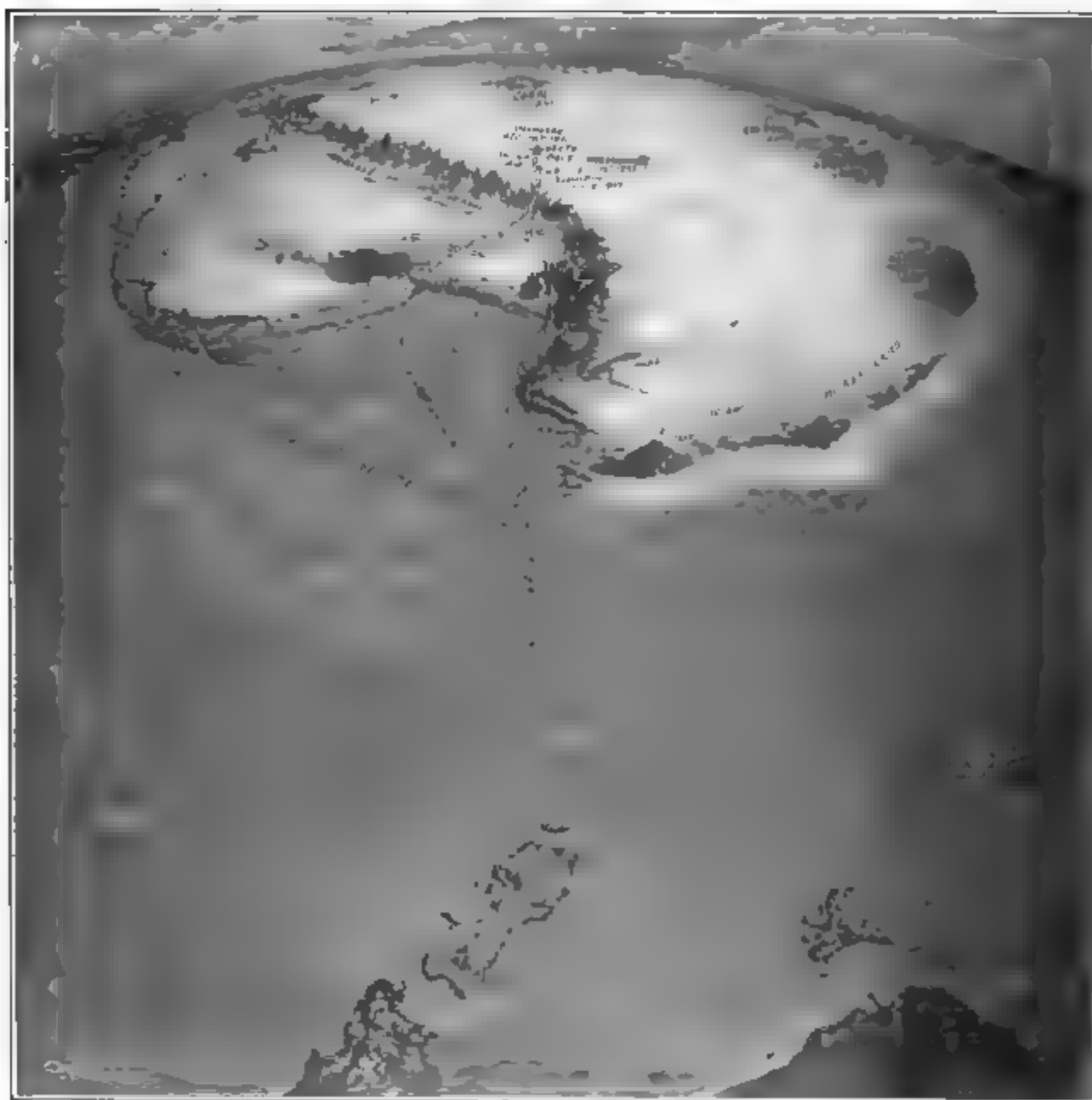


SILVER: VALUES OF IMPORTS AND EXPORTS AND ANNUAL EXCESS EXPORTS OVER IMPORTS, 1862 TO 1912.¹

Year ended June 30—	Exports.			Imports.	Excess of exports over imports.
	Domestic ²	Foreign.	Total.		
	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1862		1,447,737	.....	2,508,041	.....
1870	15,303,193	9,216,511	24,519,704	14,362,229	10,157,475
1880	7,572,854	5,931,040	13,503,894	12,257,914	1,227,980
1890	22,378,557	12,495,372	34,873,929	21,032,984	13,840,945
1900	52,464,345	4,247,930	56,712,275	35,256,302	21,455,973
1910	53,094,567	2,192,294	55,286,861	45,217,194	10,069,667
1911	60,068,925	4,681,033	64,749,958	45,937,249	18,812,709
1912	58,522,368	6,368,297	64,890,665	47,050,219	17,840,446

¹The figures relate to coin and bullion only prior to 1895; subsequently they include ore also.

²Gold and silver can not be separately stated in domestic exports prior to 1864, but it is probable that the greater portion of the exports was gold, under which head the silver in question is included.



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THE PROGRESS OF ANTARCTIC EXPLORATION.

FAILURES IN THE UNITED STATES.

MANUFACTURERS.	Number		Liabilities	
	1911.	1912.	1911.	1912.
Iron, Foundries and Nails.....	61	80	\$5,056,635	\$6,995,098
Machinery and Tools.....	173	233	6,689,566	9,960,268
Woolens, Carpets and Knit Goods.....	53	35	4,329,758	1,690,099
Cottons, Lace and Hosiery.....	36	33	3,590,816	1,057,689
Lumber, Carpenters and Coopers.....	416	421	16,000,205	12,971,002
Clothing and Millinery.....	497	647	4,509,586	8,375,053
Hats, Gloves and Furs.....	68	98	978,002	2,025,258
Chemicals and Drugs.....	15	37	105,623	625,684
Paints and Oils.....	26	13	1,051,212	286,158
Printing and Engraving.....	172	173	2,448,366	1,788,198
Milling and Bakers.....	218	292	1,264,511	1,578,773
Leather, Shoes and Harness.....	79	113	1,577,919	2,779,922
Liquors and Tobacco.....	105	115	2,451,589	3,224,162
Glass, Earthenware and Bricks.....	127	121	3,972,382	6,531,565
All Other.....	1,455	1,428	33,345,453	26,830,903
Total Manufacturing.....	3,502	3,839	\$87,371,623	\$86,719,832
TRADERS.				
General Stores.....	1,380	1,777	\$10,977,030	\$12,760,623
Groceries, Meat and Fish.....	2,134	2,597	9,543,008	13,162,922
Hotels and Restaurants.....	486	501	3,762,792	5,399,706
Liquors and Tobacco.....	747	819	4,268,965	5,234,609
Clothing and Furnishings.....	1,036	1,121	10,015,849	9,790,491
Dry Goods and Carpets.....	671	786	11,320,606	9,443,253
Shoes, Rubbers and Trunks.....	349	411	2,461,699	3,330,470
Furniture and Crockery.....	287	316	2,877,533	2,535,861
Hardware, Stoves and Tools.....	302	287	3,401,792	3,459,410
Chemicals and Drugs.....	361	430	1,943,546	2,664,716
Paints and Oils.....	57	62	438,667	386,435
Jewelry and Clocks.....	296	385	3,270,182	4,080,816
Books and Papers.....	90	99	951,147	865,880
Hats, Furs and Gloves.....	62	75	886,204	693,260
All Other.....	1,222	1,345	18,117,659	17,971,513
Total Trading.....	9,480	11,011	\$84,239,679	\$91,779,965
Brokers and Transporters.....	459	602	19,450,363	24,617,594
Total Commercial.....	13,441	15,452	\$191,061,665	\$203,117,391
Banking.....	107	79	25,511,606	24,219,522

Year.	No.	Liabilities.	Year.	No.	Liabilities.	Year.	No.	Liabilities.
1870	3,546	\$88,242,000	1885	10,637	124,220,321	1900	10,774	\$138,495,673
1871	2,915	85,252,000	1886	9,834	114,644,119	1901	11,002	113,092,376
1872	4,069	121,056,000	1887	9,634	167,560,944	1902	11,615	117,476,769
1873	5,183	228,499,900	1888	10,679	123,829,973	1903	12,069	155,444,185
1874	5,830	155,239,000	1889	10,882	148,784,337	1904	12,199	144,202,311
1875	7,740	201,000,000	1890	10,907	189,856,964	1905	11,520	102,676,172
1876	9,092	191,117,000	1891	12,273	189,868,638	1906	10,682	119,201,515
1877	8,872	190,669,936	1892	10,344	114,044,167	1907	11,725	197,385,225
1878	10,478	234,383,132	1893	15,242	346,779,889	1908	15,690	222,315,684
1879	6,658	98,149,053	1894	13,885	172,992,856	1909	15,924	154,603,465
1880	4,735	65,752,000	1895	13,197	173,196,060	1910	12,652	201,757,097
1881	5,582	81,155,932	1896	15,088	226,096,834	1911	13,441	191,061,665
1882	6,738	101,547,564	1897	13,351	154,332,071	1912	15,452	203,117,391
1883	9,184	172,874,172	1898	12,186	130,662,899			
1884	10,968	226,343,427	1899	9,337	90,879,889			

Courtesy of Dun's Review.

COINAGE OF THE UNITED STATES MINTS.

The total coinage of gold in the United States mints for the year ending December 31, 1912 was \$17,498,522.50; the total coinage of silver for the same period amounted to

\$7,340,995.00 and the total coinage of minor metals to \$2,577,386.30. Thus the total coinage of the United States Mints amounted to \$27,416,903.80.

PRICES OF THE LEADING ARTICLES OF GRAIN, GROCERIES AND PROVISIONS IN NEW YORK MARKET.

[Sources: Coffee, Mr. Louis Seligsberg, New York; Sugar, Messrs. Willett & Gray; other figures, Mr. Henry Heinzer, statistician, New York Produce Exchange.]

Calendar year.	Wheat, No. 2, red winter, per bushel.	Corn, No. 2, mixed, per bushel.	Oats, No. 2, mixed, per bushel.	Lard, prime contract, per pound.	Beef, extra mess, per barrel.	Pork, mess, per barrel.	Tallow, prime, per pound.	Coffee.			Sugar.		
								Brazil, fair to prime, per pound. ¹	No. 7, Exchange standard, per pound.	Java, per pound.	Raw, centrifugal, per pound.	Soft, standard A, per pound.	Hard, granulated, per pound.
	Dolls.	Cents.	Cents.	Cents.	Dolls.	Dolls.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1891.....	1.094	70.4	46.0	6.59	8.85	11.88	4.81	17.80	16.40	24.50	8.92	4.47	4.65
1892.....	.908	54.0	36.8	7.69	6.86	11.52	4.62	15.88	14.48	26.37	8.82	4.21	4.85
1893.....	.739	49.9	35.9	10.34	8.17	18.35	5.44	18.82	17.42	24.23	8.69	4.72	4.84
1894.....	.611	50.9	37.2	7.75	8.16	14.18	4.81	17.81	16.41	23.25	8.24	4.00	4.12
1895.....	.669	47.7	28.9	6.50	8.09	11.91	4.33	17.80	15.80	26.60	8.23	4.00	4.12
1896.....	.781	34.0	23.3	4.67	7.51	8.95	3.44	15.05	12.15	23.44	8.62	4.41	4.53
1897.....	.954	31.9	23.2	4.42	7.71	8.85	3.31	11.96	9.80	24.00	8.56	4.38	4.50
1898.....	.952	37.6	29.7	5.53	9.16	9.82	3.56	8.00	6.80	24.00	4.24	4.84	4.97
1899.....	.794	41.3	30.7	5.57	9.26	9.85	4.54	7.45	6.25	24.00	4.42	4.80	4.92
1900.....	.804	45.3	27.3	7.05	9.73	12.48	4.84	9.50	8.80	22.00	4.57	5.12	5.32
1901.....	.808	56.7	36.6	8.87	9.82	15.62	5.25	8.60	7.38	17.00	4.05	4.85	5.05
1902.....	.836	68.4	44.9	10.59	11.75	17.94	6.31	6.75	5.65	16.00	3.54	4.27	4.46
1903.....	.853	57.2	41.1	8.81	9.03	16.50	5.06	6.75	5.50	15.75	3.72	4.48	4.64
1904.....	1.107	59.4	42.0	7.32	8.82	14.01	4.60	8.80	7.70	15.00	3.97	4.62	4.77
1905.....	1.028	59.3	35.0	7.44	10.02	14.48	4.50	9.15	8.25	15.00	4.28	5.11	5.26
1906.....	.865	56.0	33.0	8.88	8.85	17.55	5.31	9.25	8.10	14.50	3.69	4.37	4.52
1907.....	.963	64.0	49.6	9.20	9.83	17.61	6.25	8.85	6.60	16.50	3.76	4.45	4.65
1908.....	1.044	78.6	54.5	9.08	13.20	15.98	5.50	7.85	6.25	18.50	4.07	4.76	4.96
1909.....	1.263	76.7	51.4	11.63	11.09	21.34	6.00	8.75	7.85	18.00	4.00	4.56	4.76
1910.....	1.118	66.8	.....	12.52	14.64	23.72	7.25	10.15	9.60	18.00	4.19	4.77	4.97
1911.....	.963	71.1	² 45.7	9.11	12.92	19.12	6.50	14.35	13.25	18.75	4.453	5.145	5.345
1912.....	1.091	(³)	56.4	10.51	15.80	19.33	6.13	15.60	14.45	18.75	4.162	4.891	5.041

¹ No. 3, Exchange standard.

² No. 2 white oats.

³ Nominal.

ESTIMATED STOCK OF GOLD AND SILVER IN THE UNITED STATES.

At the end of the fiscal year June 30, 1912, the population of the United States was 95,656,000, against 76,891,000 in 1900, 62,622,250 in 1890, 50,155,783 in 1880, and 41,677,000 in 1873. The total stock of gold coin and bullion in 1912 was \$1,812,856,241 against \$1,034,439,264 in 1900, \$695,563,029 in 1890, \$351,841,206 in 1880, and \$135,000,000 in 1873. The total stock of silver coin and bullion in 1912 amounted to \$741,184,095

against \$647,371,030 in 1900, \$463,211,919 in 1890, \$148,522,678 in 1880, and \$6,149,305 in 1873. The amount of gold per capita in the United States at the end of the fiscal year June 30, 1912, was \$18.95, against \$13.45 in 1900, \$11.10 in 1890, \$7.01 in 1880, and \$3.23 in 1873. At the end of this same period the supply of silver per capita was \$7.75, against \$8.42 in 1900, \$7.39 in 1890, \$2.96 in 1880, and \$0.15 in 1873.

RESOURCES AND LIABILITIES OF NATIONAL BANKS IN 1912.

The resources of the 7,397 National Banks in the United States on September 4, 1912, which amounted to a grand total of 10,963.4 million dollars, were derived from the following sources: Loans and discounts, including overdrafts, 6,061.0 million dollars; bonds for circulation 724.0 millions; other United States bonds and other bonds for deposits 78.7 millions; bonds, securities, etc., 1,039.9 millions; due from banks and reserve agents 1,453.0 millions; real estate, banking house, etc., 268.5 millions; specie, 713.4 millions; legal-tender notes 182.5 millions; bills of other

banks, 48.5 millions; clearing-house exchanges 296.0 millions; due from United States Treasurer 41.9 millions; other resources 56.0 millions.

Their liabilities for the same period, totaling 10,963.4 million dollars, were as follows: Capital stock 1,046.0 millions; surplus fund 701.0 millions; undivided profits 242.7 millions; national bank circulation 713.8 millions; individual deposits 5,891.6 millions; due to banks and reserve agents 2,177.4 millions; other liabilities 190.0 millions.

RELATIVE PRICES OF COMMODITIES, 1890 TO 1911, BY GROUPS

Relative Price in 1890 to 1899—100

Year or Month	Farm Products	Food, etc.	Cloths and Clothing	Fuel and Lighting	Metals and Im-plements	Lumber and Building Material	House Furnish-ing Goods	Miscel-laneous
1890.....	110.0	112.4	113.5	104.7	119.2	111.0	111.1	110.3
1891.....	121.5	115.7	111.3	102.7	111.7	108.4	110.2	109.4
1892.....	111.7	103.6	109.0	101.1	106.0	102.8	106.5	106.2
1893.....	107.9	110.2	107.2	100.0	100.7	101.9	104.9	105.9
1894.....	95.9	99.8	96.1	92.4	90.7	96.3	100.1	99.8
1895.....	93.3	94.6	92.7	98.1	92.0	94.1	96.5	94.5
1896.....	78.3	83.8	91.3	104.3	93.7	93.4	94.0	91.4
1897.....	85.2	87.7	91.1	96.4	86.6	90.4	89.8	92.1
1898.....	96.1	94.4	93.4	95.4	86.4	95.8	92.0	92.4
1899.....	100.0	98.3	96.7	105.0	114.7	105.8	95.1	97.7
1900.....	109.5	104.2	106.8	120.9	120.5	115.7	106.1	109.8
1901.....	116.9	105.9	101.0	119.5	111.9	116.7	110.9	107.4
1902.....	130.5	111.3	102.0	134.3	117.2	118.8	112.2	114.1
1903.....	118.8	107.1	106.6	149.3	117.6	121.4	113.0	113.6
1904.....	126.2	107.2	109.8	132.6	109.6	122.7	111.7	111.7
1905.....	124.2	108.7	112.0	128.8	122.5	127.7	109.1	112.8
1906.....	123.6	112.6	120.0	131.9	135.2	140.1	111.0	121.1
1907.....	137.1	117.8	126.7	135.0	143.4	146.9	118.5	127.1
1908.....	133.1	120.6	116.9	130.8	125.4	133.1	114.0	119.9
1909.....	153.1	124.7	119.6	129.3	124.8	138.4	111.7	125.9
1910.....	164.6	128.7	123.7	125.4	128.5	153.2	111.6	133.1
1911.....	162.0	131.3	119.6	122.4	119.4	151.9	111.1	131.2

CASUALTY AND SURETY INSURANCE BUSINESS IN 1911.

The business of Companies doing a miscellaneous insurance business in the United States during the year 1911 was divided as follows: Automobile business, \$2,676,767 received from premiums, \$1,129,193 paid for losses; burglary, \$2,850,344 received from premiums, \$1,110,978 paid for losses; credit, \$1,752,582 received from premiums, \$1,056,133 paid for losses; fidelity and surety, \$16,958,051 received from premiums, \$4,980,430 paid for losses; health, \$7,101,666 received from premiums, \$3,314,301 paid for losses; liability, \$35,201,753 received from premiums, \$20,341,029 paid for losses; personal accident, \$27,351,626 received from premiums, \$11,837,347 paid for losses; plate glass, \$3,960,546 received from premiums, \$1,714,236 paid for losses; steam boiler, \$2,246,225 received from premiums, \$282,338 paid for losses; sprinkler business, \$178,016 received from premiums, \$73,438 paid for losses; flywheel, \$184,514 received from premiums, \$75,704 paid for losses; live stock, \$572,564 received from premiums, \$267,315 paid for losses; workmen's collective, \$711,726 received from premiums, \$306,433 paid for losses. Courtesy Spectator Ins. Year Book.

The first fire insurance company in the United States was established in Boston, Mass. by the Sun Insurance Company (English) in 1728. The first fire insurance policy was issued in Hartford, Conn., 1794. First accident insurance company established at Hartford, Conn., 1863.

GOLD AND SILVER CURRENCY AND TOTAL MONEY IN THE TREASURY AND IN CIRCULATION.

At the close of the fiscal year 1912 the gold in the United States was divided as follows: Coin and bullion in the Treasury \$264,028,646, and in circulation \$610,724,154; certificates in circulation \$943,435,618. Thus the total amount of gold coin, bullion and certificates in the United States was \$1,818,188,418.

The silver of the United States, for the same year, was divided as follows: Standard dollars in the Treasury \$25,785,046, and in circulation \$70,339,574; certificates in circulation \$469,224,400; subsidiary coin in the Treasury \$25,554,007 and in circulation \$145,034,198. Thus the total standard dollars and certificates in the Treasury and in circulation amounted to \$565,349,020, and the amount of subsidiary coin to \$170,588,205.

AGGREGATE SAVINGS DEPOSITS OF SAVINGS BANKS, NUMBER OF DEPOSITORS, AND AVERAGE AMOUNT DUE TO EACH DEPOSITOR: YEAR ENDED JUNE 30, 1912.

At the end of the fiscal year 1912 there were 1,922 Savings Banks in the United States. (This includes only mutual and stock savings banks transacting chiefly a savings bank business) and they had depositors to the number of 10,010,304. The total amount of the deposits for the year was \$4,451,818,522.88 or an average deposit to each depositor of \$444.72.



PRINCIPAL STEAMSHIP ROUTES FROM NORTH AMERICA.

HIGHEST AND LOWEST CONTINENTAL ALTITUDES.

In order to compare the elevations in the United States with those in foreign countries the following list is given, but many of the figures must be considered as approximate only:

	HIGHEST POINT.		LOWEST POINT.	
	NAME.	ELEVATION (FEET).	NAME.	DEPTH OR LEVEL (FEET).
North America.....	Mount McKinley, Alaska.....	20,300	Death Valley, California.....	376
South America.....	Mount Aconcagua, Chile-Argentina.....	23,080	Sea level.....	0
Europe.....	Mont Blanc, France.....	15,782	Caspian Sea, Russia.....	86
Asia.....	Mount Everest, India-China.....	29,002	Dead Sea, Palestine.....	1,300
Africa.....	Kibo Peak, German East Africa.....	19,320	Desert of Sahara.....	150
Australia.....	Mount Kosciuszko, New South Wales.....	7,328	Lake Torrens, South Australia.....	35

U. S. Geological Survey.

CIRCULATION STATEMENT, JULY 1 AND AUG. 1, 1913

	GENERAL STOCK OF MONEY IN THE UNITED STATES.		a HELD IN TREASURY AS ASSETS OF THE GOVERNMENT.		MONEY IN CIRCULATION.			
	July 1, 1913.	August 1, 1913.	July 1, 1913.	August 1, 1913.	July 1, 1913.	August 1, 1913.	August 1, 1912.	January 1, 1879.
Gold coin (including bullion in Treasury).....	\$1,868,790,360	\$1,872,993,458	\$173,084,093	\$174,725,676	\$608,979,598	\$606,015,613	\$608,746,370	\$96,262,850
Gold Certificates b .....	.....	.....	78,194,420	91,691,755	1,008,532,749	1,000,560,414	946,115,889	21,189,280
Standard Silver Dollars.....	565,618,020	565,533,020	9,991,650	9,590,589	72,076,361	72,173,431	70,537,708	5,790,721
Silver Certificates b .....	.....	.....	18,360,808	13,290,883	470,189,192	470,578,117	473,747,327	413,360
Subsidiary Silver.....	175,471,310	175,582,664	20,765,511	20,174,519	154,705,699	155,408,145	145,149,878	67,982,601
Treasury Notes of 1890.....	2,660,000	2,645,000	3,219	4,361	2,656,781	2,640,639	2,898,427	.....
United States Notes.....	346,681,016	346,681,016	8,757,310	8,057,253	337,923,706	338,623,763	338,183,239	c 310,288,511
National Bank Notes.....	759,157,906	759,293,191	42,895,985	48,402,190	716,261,921	710,891,001	702,198,960	314,339,398
Total.....	3,718,379,012	3,722,828,349	347,053,005	365,937,226	3,371,326,007	3,356,891,123	3,286,572,798	816,266,721

Population of continental United States August 1, 1913, estimated at 97,478,000; circulation per capita, \$34.44.

a This statement of money held in the Treasury as assets of the Government does not include deposits of public money in National Bank Depositories to the credit of the Treasurer of the United States, amounting to \$57,834,251.17.
 For a full statement of assets see Public Debt statement.
 b For redemption of outstanding certificates an exact equivalent in amount of the appropriate kinds of money is held in the Treasury, and is not included in the account of money held as assets of the Government.
 c Includes \$33,190,000 Currency Certificates, Act June 8, 1872.

RESOURCES AND LIABILITIES OF SAVINGS, STATE AND PRIVATE BANKS AND LOAN AND TRUST COMPANIES FOR THE YEAR ENDED JUNE 30, 1912.

The 1,922 Savings Banks in the United States at the end of the fiscal year 1912 had resources and liabilities amounting to the grand total of \$4,922,723,290.63. For the same period the 13,381 State Banks had resources and liabilities amounting to \$3,897,770,826.71; the 1,091 Private Banks for that year had resources and liabilities to the amount of \$196,940,397.42; and the 1,410 Loan and Trust Companies had total liabilities and resources amounting to \$5,107,444,382.27.

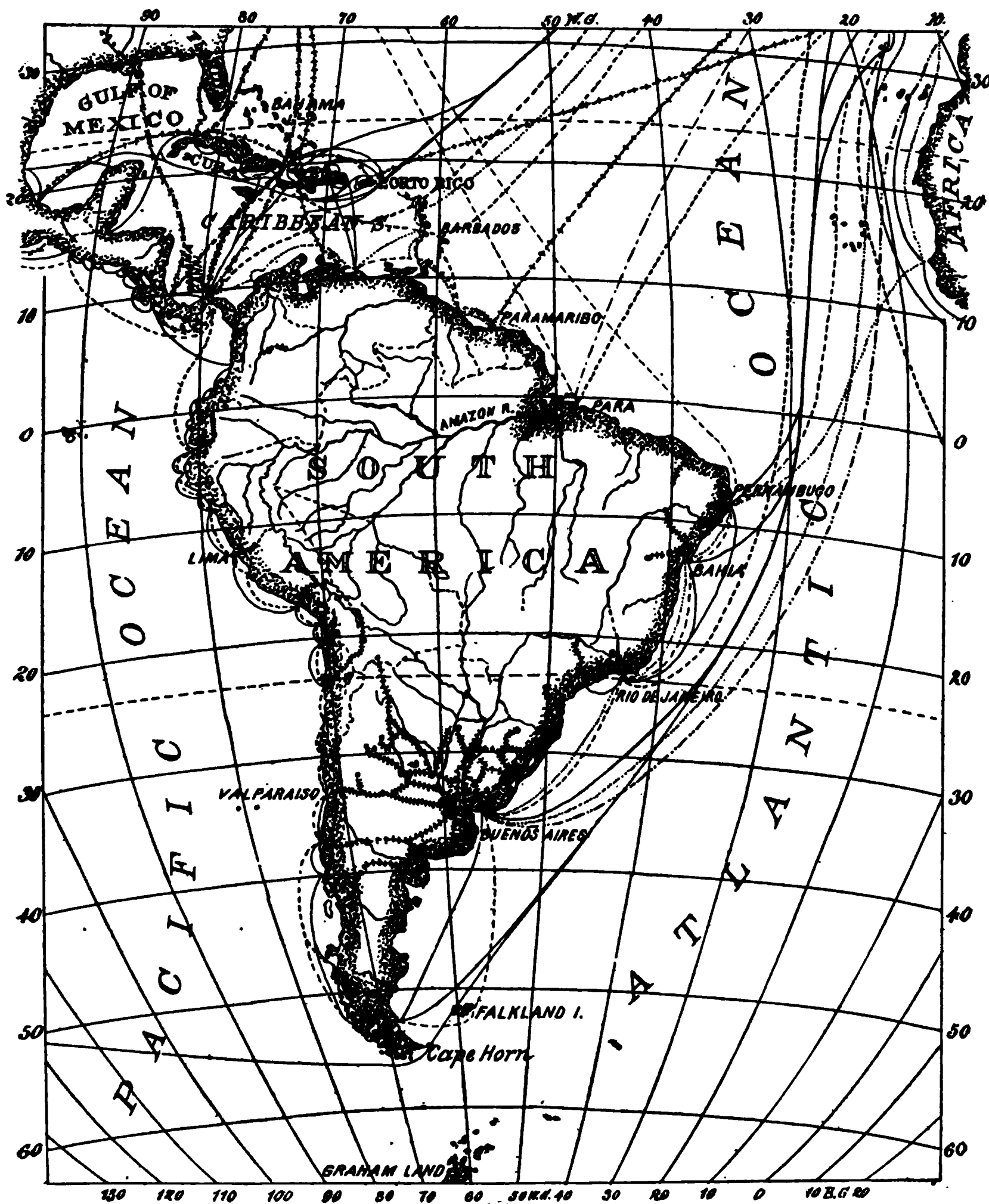
PEOPLE OF NO DISTINCTIVE RACE

The Basques in the western Pyrenees of France and Spain, about 60,000, probably descendants and remnants of the old Iberians; the Dravidians about 60 millions in Hindustan, and the Deccan, the presumed primitive race of India, with the Tribes Gondas, Kolapoors, Telugas, Tamils, etc.; the inhabitants of the Arctic regions of Asia and North America, the Kamtchadales, Yukagirs, Eskimo, Tchooktchees, Aleutians.; the Hottentots and Bushmen (Korana, Gricqua, Namaqua, etc.) in southwest Africa; the Gipsies, a peculiar nomadic tribe scattered over the whole of Europe, west Asia and Africa.

SUMMARY OF TRANSACTIONS OF THE POSTAL SAVINGS SYSTEM JAN. 1911—MAY 1913.

[Source: Post Office Department.]

MONTH.	Number of offices at close of month.	Deposits.	Withdrawals.	Balance to credit of depositors.	Savings cards and stamps.			Net cash re- ceipts to close of month.	Balance on deposit in banks.
					Sold.	Converted into Deposits.	Outstand- ing at close of month		
		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
January.....	48	61,805	1,704	60,101	980.40	429.00	551.40	60,652.40	.....
February.....	48	81,758	7,990	133,869	822.50	402.00	971.90	134,922.90	110,844.38
March.....	48	80,701	12,609	201,961	652.80	498.00	1,126.70	203,287.00	191,878.97
April.....	48	82,646	16,165	268,442	398.30	338.00	1,187.00	269,814.00	264,508.32
May.....	93	154,505	28,016	394,931	735.10	581.00	1,341.10	396,440.10	381,977.90
June.....	400	316,714	34,500	677,145	1,236.60	690.00	1,887.70	679,310.40	571,670.90
July.....	1,000	578,817	73,907	1,182,055	2,911.90	1,851.00	2,948.60	1,189,384.73	973,390.73
August.....	1,280	1,175,618	184,819	2,172,854	7,689.30	3,936.00	6,701.90	2,184,542.91	1,535,137.50
September.....	1,973	2,185,438	282,645	4,075,647	12,891.70	6,720.00	12,873.60	4,095,768.66	2,993,018.77
October.....	3,148	2,837,918	473,304	6,440,261	17,216.50	11,330.00	18,760.10	6,465,399.84	5,439,713.24
November.....	4,185	2,911,476	671,763	8,679,974	18,139.40	12,844.00	24,055.50	8,714,249.44	8,026,847.08
December.....	5,185	2,919,872	985,170	10,614,676	14,429.20	14,725.00	23,759.70	11,073,236.77	9,668,301.52
1912.									
January.....	6,167	3,109,703	985,607	12,738,772	17,793.20	13,859.00	27,873.90	12,834,521.23	11,970,140.27
February.....	6,666	3,032,951	1,460,357	14,311,366	16,587.00	14,213.00	30,247.90	14,417,264.82	14,090,391.01
March.....	7,163	3,065,452	1,358,040	16,018,778	17,386.00	15,356.00	32,277.90	16,139,113.58	15,851,145.64
April.....	7,866	2,980,563	1,532,912	17,466,429	15,093.80	13,968.00	33,403.70	17,588,425.84	16,686,291.88
May.....	8,865	2,972,903	1,559,023	18,880,309	13,494.30	12,887.00	34,011.00	19,045,792.61	18,111,085.92
June.....	9,907	2,961,646	1,604,871	20,237,084	12,666.70	12,657.00	34,020.70	20,375,202.48	18,586,042.32
July.....	11,037	3,271,396	1,736,495	21,771,985	12,893.80	12,756.00	34,158.50	22,086,518.31	20,297,069.84
August.....	12,111	3,536,960	2,563,517	22,745,428	16,855.40	13,836.00	37,177.90	23,073,529.17	21,979,129.43
September.....	12,134	3,323,733	1,912,360	24,156,801	12,787.80	11,999.00	37,966.70	24,487,849.47	23,482,125.77
October.....	12,130	3,449,375	2,011,519	25,594,657	13,798.30	12,738.00	39,027.00	25,915,290.26	24,946,302.40
November.....	12,166	3,616,985	2,089,565	27,122,077	13,427.90	12,850.00	39,604.90	27,445,986.97	26,428,361.07
December.....	12,177	3,250,096	2,315,114	28,057,059	11,405.50	13,505.00	37,505.40	28,361,251.97	26,341,644.33
1913.									
January.....	12,174	3,637,451	3,162,367	28,532,143	16,055.80	13,702.00	39,859.20	30,190,413.28	28,149,391.57
February.....	12,167	3,460,541	1,966,359	30,026,325	13,828.60	12,517.00	41,170.80	30,606,869.71	29,607,322.78
March.....	12,160	3,714,762	2,464,672	31,276,415	14,596.80	14,407.00	41,360.60	31,857,334.90	30,812,839.46
April.....	12,158	3,458,651	2,561,712	32,173,354	13,175.60	12,983.00	41,553.20	32,731,580.94	31,016,514.45
May.....	12,158	3,593,286	2,709,578	33,057,062	11,966.90	12,643.00	40,877.10	33,613,043.11	31,871,892.76



PRINCIPAL STEAMSHIP ROUTES FROM SOUTH AMERICA.

OCEAN MARINE INSURANCE.

Twenty-nine marine insurance companies reporting to the New York State Insurance Department had on January 1, 1913 assets of \$37,742,590, surplus of \$17,634,538, and premiums earned in preceding year \$15,849,322, losses incurred \$8,496,570, risks written to policy holders \$12,226,276,614.

The first savings banks in the United States were established at Boston and Philadelphia in 1816 and in New York in 1819. The postal savings bank system was established by an Act of Congress June 25, 1910, and on Jan. 3, 1911 one city in each state was selected for the opening of the first postal savings banks.

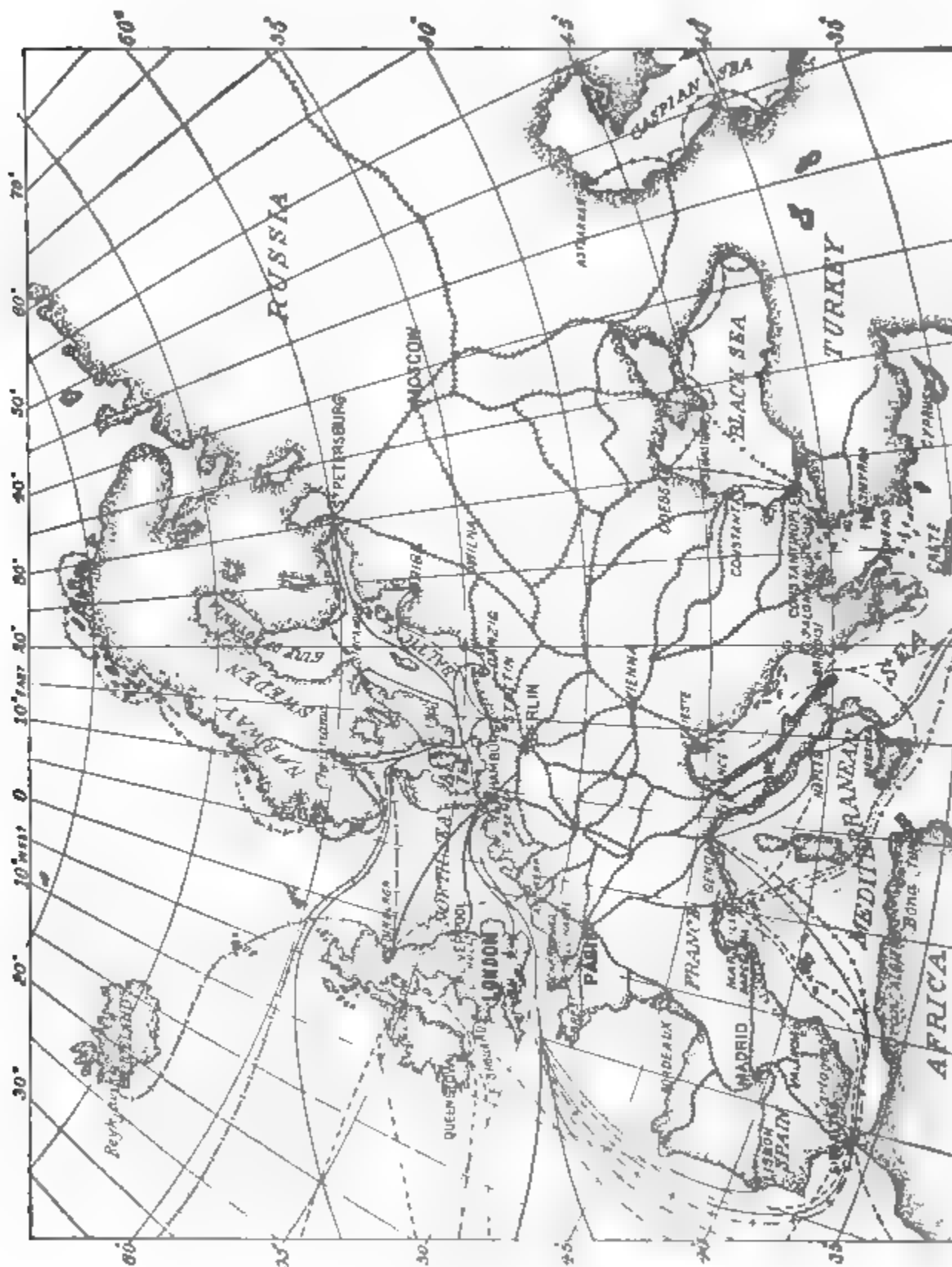
NOTABLE CONFLAGRATIONS IN THE WORLD'S HISTORY.

From "The Insurance Year Book," reprinted by permission of "The Spectator Company," New York and Chicago.

Even before man began to congregate and build cities, there existed the danger of prairie and forest fires; but these, except in a minor way, were not especially destructive of other property. When cities had been built and many thousands of people came to be housed within a small area, the danger of fire and its capacity for doing harm to men and their property were greatly augmented; and as cities increased in size, the fire hazard and the accumulated values subject to destruction were both correspondingly multiplied. During the last four thousand years many cities have been swept by fire, some of them several times; and some have been practically obliterated. Below will be found a list, compiled from various sources, of some of the more important fires of history, comprising those most notable because of the values or lives destroyed, or for some peculiar reason:

Year.	Location.	Year.	Location.	Year.	Location.
B. C.		A. D.		A. D.	
1897	Sodom and Gomorrah	1123	Lincoln	1737	Moscow
1400	Jerusalem	1130	Rochester	1737	Jaroslavl
1141	Ephesus	1135	London	1738	Martinique
586	Jerusalem	1137	York	1742	Smyrna
480	Plataea	1137	Bath	1744	Brest
497	Athens	1140	Nottingham	1745	Constantinople
390	Rome	1171	Canterbury	1748	Moscow
241	Rome	1171	Cairo	1749	Constantinople
215	Rome	1189	Carlisle	1750	Constantinople
212	Rome	1190	Dublin	1750	Moscow
146	Corinth	1203	Constantinople	1751	Constantinople
50	Rome	1204	Doncaster	1752	Moscow
48	Alexandria	1215	Bruges	1753	Smyrna
13-14	Rome	1283	Dublin	1753	Archangel
12	Rome	1292	Carlisle	1756	Berghen
A. D.		1299	Westminster	1756	Constantinople
59	Lyons	1321	Geneva	1758	Savannah
64	Rome	1327	Munich	1759	Salonica
70	Jerusalem	1333	Geneva	1760	Boston
80	Rome	1349	Newcastle-upon-Tyne	1764	Königsberg
154	Rome	1385	Edinburgh	1765	Belgrade
154	Antioch	1388	Dunkirk	1769	Königsberg
188	Rome	1401	Edinburgh	1769	Constantinople
197	Lyons	1405	Berne	1769	St. John's
260	Bordeaux	1405	Brussels	1771	Constantinople
273	Alexandria	1430	Geneva	1771	St. Petersburg
393	Constantinople	1471	Chester	1772	Smyrna
465	Constantinople	1491	Dresden	1773	Moscow
532	Constantinople	1507	Norwich	1775	Limehouse
558	Paris	1512	Brest	1775	St. George
640	Alexandria	1542	Edinburgh	1776	St. Kitts
667	Rochester	1544	Edinburgh	1776	New York
741	York Minster	1570	Moscow	1777	New Orleans
781	Constantinople	1576	Antwerp	1778	Charleston
798	London	1612	Cork	1778	New York
802-7	Constantinople	1631	Magdeburg	1778	Constantinople
807	Peterborough	1633	Constantinople	1780	St. Petersburg
893	London	1656	Jeddo	1780	St. Petersburg
917	Cordova	1666	London	1782	Constantinople
978	Cork	1667	Archangel	1782	Constantinople
982	London	1675	Northampton	1784	Port-au-Prince
1004	Norwich	1676	Southwark	1784	Brest
1010	Northampton	1682	Wapping, London	1784	Constantinople
1013	Cork	1689	Prague	1784	Rokitzan, Bohemia
1069	York	1692	Salem	1790	Carlsrona
1086	London	1694	Warwick	1791	Constantinople
1087	London	1694	Dieppe	1792	Constantinople
1092	London	1700	Charleston	1793	Archangel
1102	Winchester	1702	Bergen	1794	Copenhagen
1106	Venice	1728	Copenhagen	1794	Wapping, London
1113	Mons	1729	Constantinople	1795	Copenhagen
1113	Worcester	1731	Baireuth	1795	Constantinople
1116	Bath	1736	Peasmore	1796	Smyrna
1118	Nantes	1737	Panama	1796	Barbados

Year.	Location.	Year.	Location.	Year.	Location.
A. D.		A. D.		A. D.	
1796	Baltimore	1862	St. Petersburg	1897	London
1797	Scutari	1862	Marseilles	1897	Paris
1798	Wilmington	1862	Constantinople	1898	Nijni-Novgorod
1799	Peru	1863	Monastir	1899	Philadelphia
1799	Constantinople	1864	Georgetown	1900	Hoboken
1799	Manila	1864	Hankow	1900	Bayonne
1802	Liverpool	1865	Port-au-Prince	1900	Ottawa-Hull, Canada
1803	Bombay	1865	New York	1901	Jacksonville
1805	St. Thomas	1865	Constantinople	1901	Antwerp
1808	Spanish T'n, Trinidad	1865	Manila	1901	Montreal
1811	Smyrna	1866	London	1902	Paterson
1812	Moscow	1866	Portland, Me.	1902	Waterbury
1814	Rangoon	1866	Quebec	1904	Baltimore
1816	Constantinople	1866	Yokahama	1904	Aesland, Norway
1817	Pt. Louis, Mauritius	1868	Charleston, S. C.	1904	Toronto
1818	Constantinople	1868	Albany, N. Y.	1904	Halifax
1820	Canton	1869	Philadelphia	1904	Rochester
1820	Savannah, Ga.	1870	Constantinople	1905	New Orleans
1820	Paris	1870	Pera, Turkey	1906	San Francisco
1820	Port-au-Prince	1870	Sam-Sun, Turkey	1906	Valparaiso, Chile
1821	Paramaribo	1870	Chicago	1906	Wellington, N. Z.
1822	Canton	1871	Chicago	1907	Iquique, Chile
1824	Cairo	1872	Constantinople	1907	Hakodate, Japan
1825	New Brunswick	1872	Boston	1907	Kingston, Jamaica
1826	St. John's, N. F.	1873	Alexandra Palace, London	1908	Chelsea, Mass.
1826	Constantinople	1873	Havana	1908	Noda Soy, Japan
1827	Abo, Finland	1874	Constantinople	1908	Niigata, Japan
1831	Constantinople	1874	Pimlico, London	1908	Chisholm, Minn.
1831	Bristol	1874	Chicago	1908	Port-au-Prince, Hayti
1831	St. Thomas, W. I.	1875	Oshkosh	1908	Paris, France
1833	Manila	1875	Virginia City	1908	El Oro, Mexico
1833	Constantinople	1875	Iquique	1908	Rostov-on-Don, Russia
1834	Houses of Parliament, London	1876	St. John's	1909	Acapulco, Mexico
1835	New York	1876	Soderhamn, Sweden	1909	Osaka, Japan
1836	Constantinople	1876	Quebec	1909	Valdivia, Chile
1837	Surat	1876	St. Hyacinth	1909	London, England
1837	St. Petersburg	1877	St. John, N. B.	1910	Campbellton, N. B.
1837	Naples	1877	Pittsburgh	1910	Wajima, Japan
1838	Charlestown	1879	Irkutsk, Siberia	1910	Brussels, Belgium
1839	New York	1879	New York	1910	U. S. and Canada forest fires
1841	Smyrna	1879	Boston	1911	Santiago, Chile
1842	Hamburg	1882	Kingston, Jamaica	1911	Aux Cayes, Hayti
1842	Liverpool	1882	Leadville, Colorado	1911	Tokio, Japan
1845	Quebec	1882	Wood Street, London	1911	Yamagata, Japan
1845	Smyrna	1883	Vienna	1911	Bangor, Me.
1845	New York	1884	Bayswater, London	1911	N. Y., "Triangle"
1846	St. John's, N. F.	1885	Aspinwall	1911	Albany, N. Y.
1846	Albany	1887	Paris	1911	Kirin, Manchuria
1848	Orel, Russia	1887	Exeter, England	1911	Constantinople
1848	Constantinople	1888	Sundsvall	1911	Hankow, China
1848	Albany, N. Y.	1889	Seattle	1911	Nanking, China
1849	St. Louis	1889	New York	1912	Peking, China
1851	San Francisco	1889	Spokane	1912	Osaka, Japan
1853	Montreal	1889	Boston	1912	N. Y., "Equitable"
1852	Sacramento City	1889	Lynn	1912	Valdivia, Chile
1853	Constantinople	1890	Fort de France, Martinique	1912	Tien-Tsin, China
1854	Gateshead	1890	Sydney	1912	Pao Ting Fu, China
1858	Astrakan	1892	New Orleans	1912	Tokio, Japan
1858	Valparaiso	1892	New Orleans	1912	Damascus, Syria
1858	Auckland	1892	Tokio	1912	Constantinople
1859	Key West	1892	Milwaukee	1912	Castellon, Spain
1859	St. Louis	1892	St. John's, N. F.	1912	Chorlu, Turkey
1859	Constantinople	1893	Boston	1912	Adrianople, Turkey
1860	Barbadoes	1894	Shanghai	1912	Houston, Texas
1861	Mendoza, S. A.	1894	Canton, China	1913	Tokio, Japan
1861	Limoges	1896	Guayaquil	1913	Numadza, Japan
1861	London	1897	Melbourne	1913	Scutari, Turkey
1861	Charleston	1897	London	1913	Adrianople, Turkey
1862	Enschede, Holland				
1862	Troy				



PRINCIPAL STEAMSHIP ROUTES FROM EUROPE.

FIRES, URBAN AND RURAL, IN THE UNITED STATES: NUMBER, LOSS ON BUILDINGS AND CONTENTS, BY KINDS OF BUILDINGS, AND LOSS PER CAPITA, CALENDAR YEAR 1907.

[Source: Report of the Geological Survey, Department of the Interior.]

	Urban.	Rural.	Total.
Fire loss:			
Brick, etc., buildings—	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Buildings.....	19,816,474	11,276,213	31,092,687
Contents.....	29,092,270	8,240,310	37,332,580
Total.....	48,908,744	19,516,523	68,425,267
Frame buildings—			
Buildings.....	30,357,151	47,707,056	78,064,207
Contents.....	27,827,388	40,767,847	68,595,235
Total.....	58,184,539	88,474,903	146,659,442
Totals:			
Buildings.....	50,173,625	58,983,269	109,156,894
Contents.....	56,919,658	49,008,157	105,927,815
Grand total.....	107,093,283	107,991,426	215,084,709
Number of fires:			
In brick, etc., buildings.....	25,297	10,843	36,140
In frame buildings.....	80,109	49,008	129,117
Total.....	105,406	59,851	165,257
Loss per capita.....	2.54	2.49	2.51

FIRES IN THE UNITED STATES: POPULATION, LOSS AND PER CAPITA LOSS, BY GEOGRAPHIC DIVISIONS, CALENDAR YEAR 1907.

[Source: Report of the Geological Survey, Department of the Interior.]

Geographic division.	Total population.	Total fire loss.	Fire loss per capita.
North Atlantic:			
Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania...	23,779,013	<i>Dollars.</i> 59,447,532	<i>Dollars.</i> 2.50
South Atlantic:			
Delaware, Maryland, District of Columbia, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida.....	11,574,988	25,349,223	2.19
North Central:			
Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, Missouri, North Dakota, South Dakota, Nebraska, Kansas..	29,026,645	68,793,148	2.37
South Central:			
Kentucky, Tennessee, Alabama, Mississippi, Louisiana, Texas, Oklahoma, Arkansas.....	16,368,558	59,908,922	3.66
Western:			
Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Nevada, Idaho, Washington, Oregon, and California.....	4,783,557	12,676,426	2.65

TOTAL WATER SURFACE.

		Sq. Miles.	Fathoms Depth.	
			Max.	Average.
The Pacific Ocean.....	48 p. c.	67,570,000	5,350	2,100
" Atlantic Ocean.....	24 p. c.	34,700,000	4,730	1,800
" Indian Ocean.....	21 p. c.	28,900,000	3,830	2,000
" Arctic Sea.....	3 p. c.	4,470,000	2,650	1,500
" Antarctic Sea.....	4 p. c.	5,610,000	3,130	1,600

ANNUAL FIRE LOSSES IN THE UNITED STATES FOR THIRTY-EIGHT YEARS— 1875-1912

*From "The Insurance Year Book," reprinted by permission of "The Spectator Company,"
New York and Chicago.*

Year.	Aggregate Property Loss.	Aggregate Insurance Loss.	Year.	Aggregate Property Loss.	Aggregate Insurance Loss.
1875.....	\$78,102,285	\$39,327,400	1894.....	\$140,006,484	\$89,571,699
1876.....	64,630,600	34,374,500	1895.....	142,110,233	84,689,030
1877.....	68,265,800	37,398,900	1896.....	118,737,420	73,903,800
1878.....	64,315,900	36,575,900	1897.....	116,354,575	66,722,145
1879.....	77,703,700	44,464,700	1898.....	130,593,905	73,796,080
1880.....	74,643,400	42,525,000	1899.....	153,597,830	92,683,715
1881.....	81,280,900	44,641,900	1900.....	160,929,805	95,403,650
1882.....	84,505,024	48,875,131	1901.....	165,817,810	100,798,645
1883.....	100,149,228	54,808,664	1902.....	161,488,355	94,775,045
1884.....	110,008,611	60,679,818	1903.....	145,302,155	*104,000,000
1885.....	102,818,796	57,430,709	1904.....	†229,198,050	*144,000,000
1886.....	104,924,750	60,506,564	1905.....	†165,221,650	*116,000,009
1887.....	120,283,055	69,659,508	1906.....	†518,611,800	*292,000,000
1888.....	110,885,665	63,965,724	1907.....	†215,084,709	*127,000,000
1889.....	123,046,833	73,679,465	1908.....	†217,885,850	*157,000,000
1890.....	108,993,792	65,015,465	1909.....	†188,705,150	*143,000,000
1891.....	143,764,967	90,576,918	1910.....	†214,003,300	*175,000,000
1892.....	151,516,098	93,511,936	1911.....	†217,004,575	*190,000,000
1893.....	167,544,370	105,994,577	1912.....	†206,438,900	*194,000,000
			Totals..	\$5,543,654,695	\$3,539,359,583

Figures for years prior to 1904 are from Chronicle Fire Tables.

*Estimated by publishers of the Insurance Year Book.

†From National Board Tables.

FINANCIAL STANDING OF LIFE INSURANCE COMPANIES.

The combined aggregates of the Financial Standing, etc., of the 224 principal insurance companies show that the capital stock in 1912 was \$44,329,379. The principal sources of income of these companies for the same period were as follows: New premiums, \$70,382,387; renewed premiums, \$395,627,108; received for annuities, \$6,053,215; dividends, interest, etc., \$156,288,333; received for rents, \$7,027,280; and all other receipts, \$20,015,381; thus making the total income, \$655,393,704. The expenditures of these same companies for the same period were as follows: Paid for death losses, \$151,176,491; paid for matured endowments, \$52,607,566; annuities paid, \$7,287,767; paid for surrendered, lapsed and purchased policies, \$77,219,329; dividends to policyholders, \$78,716,564; dividends to stockholders, \$1,573,517; commissions, salaries and traveling expenses of agents, \$61,693,343; medical fees, salaries and other charges of employees, \$19,854,072; and all other expenditures, \$33,219,833; thus making the total expenditures of the companies, \$483,348,282. The excess of the incomes over the expenditures for the year 1912 amounted to \$172,045,422.

The assets amounting to \$3,597,659,447

of admitted assets and \$21,988,858 of assets not admitted, were as follows: Real estate owned, \$127,684,405; bond and mortgage loans, \$1,197,781,579; bonds owned, \$1,493,506,968; stocks owned, \$81,677,178; collateral loans, \$15,191,616; premium notes and loans, \$539,245,042; cash in office and bank, \$50,017,640; net deferred and unpaid premiums, \$42,606,061; all other assets, \$49,948,958. The liabilities of these same companies amounting to \$3,168,194,661 were divided as follows: Reserve, \$2,988,642,224; losses and claims not paid, \$16,987,072; claims resisted, \$1,689,163; dividends unpaid, \$87,202,774; all other liabilities, \$73,673,428. The total surplus paid to policyholders (including capital) amounted to \$429,464,786.

The policy account of these companies was as follows: New business actually paid for, \$2,240,434,665; whole life policies in force, \$10,163,447,058; endowment policies in force, \$3,260,245,355; all other policies in force, \$2,132,208,758; total insurance in force, \$15,555,901,171; total industrial business written, \$842,041,252; total industrial business in force, \$3,708,892,514.

From the "Insurance Year Book," reprinted by permission of "The Spectator Company," New York and Chicago.

At the end of the calendar year 1911 there were 6,113 Building and Loan Associations in the United States having assets to the sum of \$1,040,307,713 and a membership of 2,355,066.

The first steam fire engine was invented by Braithwaite, 1829; Ericsson, in New York, produced a similar one in 1840. They were not generally used until 1860. Fire engines driven by motor power first used in 1905.

FIRE, MARINE AND CASUALTY INSURANCE.

FIRE AND MARINE CASUALTY AND MISCELLANEOUS INSURANCE IN THE UNITED STATES IN 1890, AND FROM 1895 TO 1910 TOTAL INCOME OF COMPANIES AND PAYMENTS TO POLICY HOLDERS.

Data from Insurance Year Book, published by permission of The Spectator Company,
New York and Chicago.

Fire and Marine Insurance.

Stock and Mutual Companies.

Calendar Year.	Number of Companies.	Total Income	Payments to Policy Holders		
			Losses.	Dividends	Total.
1890....	580	\$157,857,983	\$75,334,517	\$5,433,495	\$80,768,012
1895.....	555	176,300,042	89,873,663	7,705,363	97,379,026
1896.....	541	172,945,625	83,355,538	6,547,922	89,903,460
1897.....	530	176,751,124	79,440,595	7,724,857	87,165,252
1898.....	504	178,320,217	90,051,512	7,923,170	97,974,682
1899.....	484	184,142,217	106,726,658	7,892,714	114,619,372
1900.....	493	198,312,577	108,307,171	8,446,110	116,753,281
1901.....	482	216,452,381	112,008,998	9,011,926	121,020,924
1902.....	489	239,468,206	113,147,727	10,184,285	123,302,012
1903.....	526	258,340,036	112,817,357	11,559,470	124,376,827
1904.....	515	278,340,036	151,264,900	12,855,153	164,120,053
1905.....	575	293,224,649	125,074,600	14,379,174	139,453,774
1906.....	597	350,285,740	276,795,627	15,412,212	292,207,839
1907.....	618	338,232,409	145,697,302	16,223,261	161,820,623
1908.....	598	334,490,040	165,489,578	17,808,367	183,297,945
1909.....	598	360,545,341	154,430,781	19,091,596	173,522,377
1910.....	597	381,545,814	166,789,763	20,709,261	187,499,024
1911.....	593	388,462,193	183,476,741	18,771,959	202,248,700
1912.....	595	406,338,104	188,081,546	17,841,956	205,923,502

Calendar Year.	Lloyd's and Interinsurance Associations.			Total.		
	Number of Associations.	Total Income.	Losses Paid	Number of Companies.	Total Income.	Payments to Policy Holders.
1890.....				580	\$157,857,983	\$80,768,012
1895.....				553	176,300,042	97,379,026
1896.....				541	172,945,625	89,903,460
1897.....				530	176,751,124	87,165,252
1898.....				504	178,320,217	97,974,682
1899.....				484	184,142,217	114,619,372
1900.....				493	198,312,577	116,753,281
1901.....				482	216,452,381	121,020,924
1902.....				489	239,468,206	123,302,012
1903.....	37	\$2,972,800	\$1,057,238	563	261,431,401	125,434,065
1904.....	36	2,888,366	1,538,505	550	281,228,402	165,658,588
1905.....	37	3,337,939	1,371,417	612	296,562,588	140,825,191
1906.....	35	3,637,254	1,441,353	632	353,922,994	293,649,192
1907.....	36	4,298,640	1,616,001	654	342,531,049	163,436,624
1908.....	38	4,579,875	1,865,181	636	339,068,915	185,163,126
1909.....	38	4,719,072	1,938,834	636	365,264,413	175,461,211
1910.....	31	4,111,214	1,644,002	628	385,657,028	189,143,026
1911.....	28	4,504,793	1,440,809	621	392,966,966	203,689,509
1912.....	26	4,424,249	1,991,618	621	410,760,353	207,915,120

Cuba's exports of sugar cane and its products were valued in 1910 at \$101,500,000—70.28 per cent. of the total export.

CORPORATIONS, JOINT-STOCK COMPANIES OR ASSOCIATIONS, AND INSURANCE COMPANIES: YEAR ENDED JUNE 30, 1912.

At the end of the fiscal year ended June 30, 1912, a report based on 32,347 financial and commercial companies and corporations, including banks, banking associations, trust companies, guaranty and surety companies, title insurance companies, building associations (if for profit), and insurance companies not specially exempt, showed that the amount of the capital stock of these companies totaled \$2,885,662,855.46; that the amount of bonded and other indebtedness was \$621,183,231.34; and that the net income amounted to \$451,092,434.64. For the same period, the public service, such as railroad, steamboat, ferryboat and stage-line companies, pipe-line, gas and electric-light companies; transportation and storage companies, telegraph and telephone companies, basing the figures on the 24,924 reports received, had a capital stock of \$19,320,116,964.23; an indebtedness, bonded and otherwise of \$17,531,492,251.26; and a net income of \$806,324,299.38. The third class, industrial and manufacturing, such as mining, lumber and coke companies; rolling mills; foundry and machine shops; sawmills; flour, woolen, cotton, and other mills, manufacturers of cars, automobiles, elevators, agri-

cultural implements, and other articles manufactured wholly or in part from metal, wood, or other material; manufacturers or refiners of sugar, molasses, syrups, or other products; ice or refrigerating companies; slaughterhouse, tannery, packing, or canning companies, have a capital stock of \$27,288,587,679.17; an indebtedness, bonded and otherwise amounting to \$8,525,627,890.64; and a total income of \$1,309,819,271.81. This report was based on the 92,737 returns received. The 62,270 reports received from the mercantile class, including all dealers (not otherwise classed as producers or manufacturers), in coal, lumber, grain, produce, and all goods, wares, and merchandise, show a capital stock of \$3,584,309,070.14; an indebtedness, bonded and otherwise, of \$2,092,664,389.92; and a net income of \$363,306,165.42. The last, or miscellaneous class, such as architects, contractors, hotels, the theatres, or other companies or associations not otherwise classed, had a capital stock of \$6,988,462,356.42; an indebtedness, bonded and otherwise amounting to \$3,392,570,198.24; and a net income of \$277,165,076.67. This report was based on 75,674 returns received.

Table Showing Rate of Income on Stocks

Purchased at the Following Prices (Par Value Being \$100) and
Bearing Interest at the Following Rates

Paid	6%	8%	9%	7%	5%	4%	10%
900	5.44	6.36	7.30	8.26	9.24	10.24	11.26
800	4.44	5.36	6.30	7.26	8.24	9.24	10.26
700	3.44	4.36	5.30	6.26	7.24	8.24	9.26
600	2.44	3.36	4.30	5.26	6.24	7.24	8.26
500	1.44	2.36	3.30	4.26	5.24	6.24	7.26
400	4.44	5.36	6.30	7.26	8.24	9.24	10.26
300	3.44	4.36	5.30	6.26	7.24	8.24	9.26
200	2.44	3.36	4.30	5.26	6.24	7.24	8.26
100	1.44	2.36	3.30	4.26	5.24	6.24	7.26
90	1.35	2.27	3.21	4.17	5.15	6.15	7.17
80	1.26	2.18	3.12	4.08	5.06	6.06	7.08
70	1.17	2.09	3.03	3.99	4.97	5.97	6.99
60	1.08	2.00	2.94	3.90	4.88	5.88	6.90
50	0.99	1.91	2.85	3.81	4.79	5.79	6.81
40	0.90	1.82	2.76	3.72	4.70	5.70	6.72
30	0.81	1.73	2.67	3.63	4.61	5.61	6.63
20	0.72	1.64	2.58	3.54	4.52	5.52	6.54
10	0.63	1.55	2.49	3.45	4.43	5.43	6.45
9	0.58	1.46	2.40	3.36	4.34	5.34	6.36
8	0.53	1.37	2.31	3.27	4.25	5.25	6.27
7	0.48	1.28	2.22	3.18	4.16	5.16	6.18
6	0.43	1.19	2.13	3.09	4.07	5.07	6.09
5	0.38	1.10	2.04	3.00	4.00	5.00	6.00
4	0.33	1.01	1.95	2.91	3.91	4.91	5.91
3	0.28	0.92	1.86	2.82	3.82	4.82	5.82
2	0.23	0.83	1.77	2.73	3.73	4.73	5.73
1	0.18	0.74	1.68	2.64	3.64	4.64	5.64
0.9	0.17	0.73	1.67	2.63	3.63	4.63	5.63
0.8	0.16	0.72	1.66	2.62	3.62	4.62	5.62
0.7	0.15	0.71	1.65	2.61	3.61	4.61	5.61
0.6	0.14	0.70	1.64	2.60	3.60	4.60	5.60
0.5	0.13	0.69	1.63	2.59	3.59	4.59	5.59
0.4	0.12	0.68	1.62	2.58	3.58	4.58	5.58
0.3	0.11	0.67	1.61	2.57	3.57	4.57	5.57
0.2	0.10	0.66	1.60	2.56	3.56	4.56	5.56
0.1	0.09	0.65	1.59	2.55	3.55	4.55	5.55
0.09	0.08	0.64	1.58	2.54	3.54	4.54	5.54
0.08	0.07	0.63	1.57	2.53	3.53	4.53	5.53
0.07	0.06	0.62	1.56	2.52	3.52	4.52	5.52
0.06	0.05	0.61	1.55	2.51	3.51	4.51	5.51
0.05	0.04	0.60	1.54	2.50	3.50	4.50	5.50
0.04	0.03	0.59	1.53	2.49	3.49	4.49	5.49
0.03	0.02	0.58	1.52	2.48	3.48	4.48	5.48
0.02	0.01	0.57	1.51	2.47	3.47	4.47	5.47
0.01	0.00	0.56	1.50	2.46	3.46	4.46	5.46
0.00	0.00	0.55	1.49	2.45	3.45	4.45	5.45

Quick Method for Calculating Interest

Where the Time is for Days Only

Rule.—To find the interest on any given sum for any number of days multiply the principal by the number of days, and divide as follows: At 2%, divide by 72; at 4%, divide by 36; at 6%, divide by 24; at 8%, divide by 18; at 10%, divide by 12.

Table of Days for Computing Interest

To Find the Number of Days from any Day of any one Month
to the same Day of any other Month

From	Jan	Feb	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
To January	365	334	305	275	245	214	184	154	123	93	61	31
February	31	161	132	100	70	40	10	184	153	122	91	60
March	60	29	365	334	304	273	243	212	181	151	120	90
April	90	59	34	365	335	304	274	243	212	182	151	121
May	120	89	61	30	365	334	304	273	242	212	181	151
June	151	120	92	61	31	365	335	304	273	243	212	182
July	181	150	122	91	61	30	365	334	303	273	242	212
August	212	181	153	122	92	61	31	365	334	304	273	243
September	243	212	184	153	123	92	61	31	365	335	304	274
October	273	243	215	184	153	123	92	61	30	365	334	274
November	304	274	246	215	184	153	123	92	61	31	365	335
December	334	304	276	246	215	183	153	123	91	61	30	366

N.B.—In leap year, if the last day of February comes between, add one day to the number in the table.

EXAMPLE.—How many days from May 10th to Sept. 10th? From the above table we get 133; add 3 for difference between 10 and 13, and we get 136, the number of days required.

**COMPARATIVE NON-PARTICIPATING PREMIUM RATES OF AMERICAN LIFE INSURANCE
COMPANIES, 1860, 1870, 1880, 1890, 1900, 1910—WHOLE LIFE PLAN.***

AVERAGE PREMIUM RATES PER \$1,000 INSURANCE.

Age.	1860.		1870.		1880.		1890.		1900.		1910.	
	Num- ber of Com- panies.	Average Rate.	Num- ber of Com- panies.	Average Rate.	Num- ber of Com- panies.	Average Rate.	Num- ber of Com- panies.	Average Rate.	Num- ber of Com- panies.	Average Rate.	Num- ber of Com- panies.	Average Rate.
20	6	\$15 27	26	\$13 57			4	\$14 61	5	\$14 38	50	\$15 23
21	6	15 68	28	13 88			4	14 81	5	14 72	76	15 65
22	6	16 11	28	14 19			4	15 07	5	15 08	76	16 00
23	6	16 58	28	14 49			4	15 28	5	15 45	76	16 37
24	6	17 03	28	14 80			4	15 62	5	15 85	76	16 75
25	6	17 55	29	15 20	4	\$15 64	4	15 93	5	16 27	76	17 16
26	6	18 08	29	15 63	4	16 04	4	16 36	5	16 72	76	17 58
27	6	18 63	29	16 08	4	16 46	4	16 79	5	17 17	76	18 03
28	6	19 19	29	16 55	4	16 91	4	17 26	5	17 66	76	18 49
29	6	19 76	29	17 06	4	17 37	4	17 74	5	18 17	76	19 00
30	6	20 29	29	17 52	4	17 87	4	18 26	5	18 70	76	19 51
31	6	20 87	29	18 02	4	18 38	4	18 81	5	19 27	76	20 07
32	6	21 48	29	18 59	4	18 94	4	19 38	5	19 87	76	20 64
33	6	22 13	29	19 16	4	19 51	4	19 97	5	20 50	76	21 28
34	6	22 81	29	19 79	4	20 15	4	20 62	5	21 17	76	21 90
35	6	23 53	29	20 44	4	20 81	4	21 30	5	21 88	76	22 59
36	6	24 30	29	21 14	4	21 51	4	22 02	5	22 62	76	23 31
37	6	25 07	29	21 86	4	22 23	4	22 78	5	23 41	76	24 07
38	6	25 93	29	22 64	4	23 03	4	23 60	5	24 25	76	24 88
39	6	26 83	29	23 46	4	23 85	4	24 45	5	25 14	76	25 74
40	6	27 75	29	24 33	4	24 76	4	25 38	5	26 09	76	26 65
41	6	28 70	29	25 24	4	25 71	4	26 35	5	27 09	76	27 62
42	6	29 64	29	26 20	4	26 72	4	27 37	5	28 17	76	28 64
43	6	30 66	29	27 21	4	27 79	4	28 46	5	29 31	76	29 74
44	6	31 74	29	28 30	4	28 94	4	29 64	5	30 53	76	30 91
45	6	32 89	29	29 46	4	30 16	4	30 89	5	31 83	76	32 14
46	6	34 12	29	30 70	4	31 46	4	32 21	5	33 20	76	33 46
47	6	35 43	29	32 19	4	32 86	4	33 63	5	34 66	76	34 87
48	6	36 87	29	33 41	4	34 34	4	35 11	5	36 22	76	36 37
49	6	38 46	29	34 98	4	35 94	4	36 74	5	37 86	76	37 97
50	6	40 20	29	36 63	4	37 65	4	38 43	5	39 62	76	39 69
51	6	42 09	29	38 45	4	39 46	4	40 28	5	41 48	76	41 49
52	6	44 10	29	40 35	4	41 38	4	42 22	5	43 46	76	43 43
53	6	46 25	29	42 38	4	43 45	4	44 32	5	45 57	76	45 49
54	6	48 59	29	44 55	4	45 69	4	46 53	5	47 81	76	47 69
55	6	51 12	29	46 88	4	48 10	4	48 92	5	50 20	76	50 04
56	5	54 29	27	49 37	4	50 72	4	51 49	5	52 74	75	52 53
57	5	57 14	27	52 39	4	53 54	4	54 27	5	55 45	75	55 22
58	5	60 18	27	54 88	4	56 54	4	57 21	5	58 34	75	58 08
59	5	63 29	27	57 85	4	59 75	4	60 36	5	61 42	75	61 16
60	5	66 19	27	60 92	4	63 18	4	63 73	5	64 71	75	64 44

* The premium rates for 1860 and 1870 are compiled from the Reports of the New York Insurance Department of 1861 and 1869, respectively. The rates for 1880 and 1890 are compiled from the Spectator Year Books of 1881 and 1891, and the rates for 1900 and 1910 are from the Spectator Handy Guides for those years.

AREA OF THE LARGEST ISLANDS OF THE EARTH.

	Sq. Miles.		Sq. Miles.		Sq. Miles.		Sq. Miles.
Greenland.	837,760	Great Britain.	88,000	Luzon . . .	40,930	Haiti	29,810
New Guinea.	303,500	Hondo . . .	87,490	Iceland . . .	39,756	Sakhaln	29,114
Borneo . . .	284,840	Celebes . .	71,470	Mindanao . .	37,180	Tasmania . . .	26,215
Madagascar.	228,600	Java . . .	49,030	Yezo	36,300	Ceylon	25,330
Sumatra . . .	161,610	Cuba . . .	46,000	Novaya Zemlya	35,520	Kuishi	16,840
New Zealand.	104,400	Newfoundland	40,200	Ireland	32,530	Formosa . . .	13,460

ORDINARY AND INDUSTRIAL INSURANCE IN FORCE BY STATES, DECEMBER 31, 1910.*

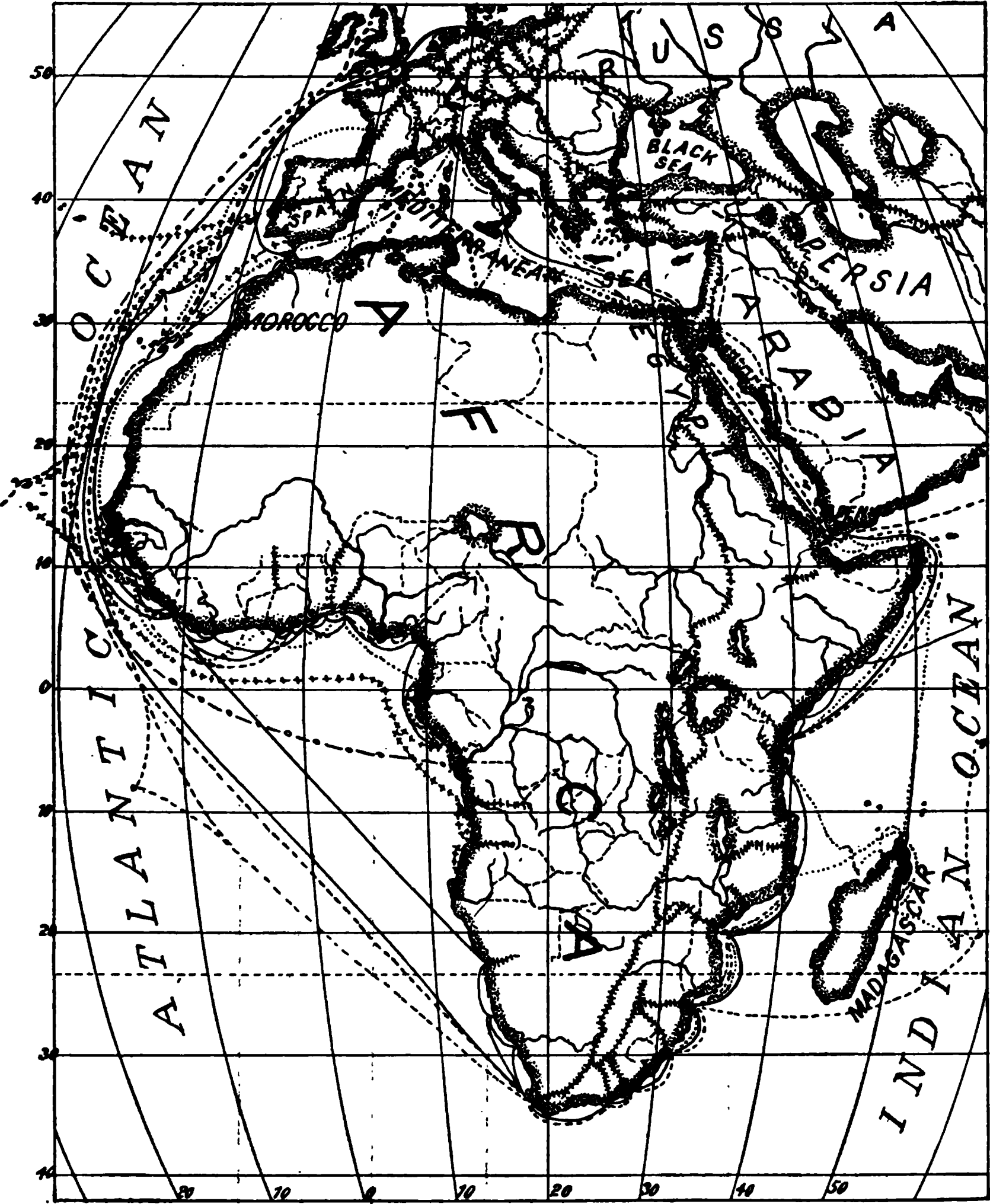
State.	Total Population 1910	Ordinary Insurance in Force	Industrial Insurance in Force.	Total Insurance in Force.	Insur- ance in Force per Capita.
Alabama . .	2,138,093	\$160,000,997	\$8,953,990	\$168,954,987	\$79
Arizona . . .	204,354	17,706,369		17,706,369	87
Arkansas . . .	1,574,449	91,082,866	2,927,661	94,020,527	60
California . .	2,377,549	391,875,291	40,040,942	431,916,233	182
Colorado . . .	709,024	131,543,563	8,216,272	139,749,835	175
Connecticut . .	1,114,756	168,463,959	84,541,832	253,005,791	227
Delaware . . .	202,322	24,247,892	17,225,939	41,473,831	205
District of Columbia . .	331,069	79,258,009	33,152,206	112,410,215	340
Florida . . .	752,619	79,411,347		79,091,347	105
Georgia . . .	2,609,121	282,744,932	24,019,716	306,724,648	116
Idaho	325,504	27,807,642		27,807,642	86
Illinois	5,638,591	1,007,371,561	103,774,512	1,111,045,573	197
Indiana	2,700,876	321,111,088	95,803,745	416,914,833	154
Iowa	2,224,771	221,095,910	16,620,410	226,031,973	102
Kansas	1,690,949	148,186,246	19,962,756	166,149,002	98
Kentucky . . .	2,289,365	223,247,521	63,297,260	286,544,781	125
Louisiana . . .	1,656,388	140,388,555	29,971,837	179,260,392	108
Maine	742,371	97,241,628	16,509,020	113,750,648	153
Maryland . . .	1,295,346	177,268,672	95,515,434	273,184,106	211
Massachusetts . .	3,366,416	635,644,342	257,300,637	892,929,179	265
Michigan	2,810,173	304,015,961	47,807,235	351,818,196	125
Minnesota . . .	2,025,708	240,444,006	16,825,506	257,743,512	124
Mississippi . . .	1,797,114	116,706,215		116,706,215	66
Missouri	3,293,335	423,094,516	122,423,104	545,513,620	166
Montana	376,053	54,149,564	1,765,045	55,914,609	149
Nebraska	1,192,214	124,550,740	7,452,280	132,009,026	111
Nevada	81,875	11,983,559		11,983,559	146
New Hampshire . .	430,572	53,151,854	14,359,926	67,511,780	157
New Jersey . . .	2,537,167	394,358,783	278,891,717	673,250,500	265
New Mexico . . .	327,301	22,159,552		22,159,552	68
New York	9,113,614	1,850,488,827	705,260,714	2,554,749,541	281
North Carolina . .	2,206,387	156,137,868	9,079,925	165,217,793	75
North Dakota . .	577,056	55,263,241		55,263,241	96
Ohio	4,767,121	691,313,034	197,072,487	888,285,521	186
Oregon	672,765	76,012,451	3,611,500	79,621,951	118
Pennsylvania . . .	7,665,111	1,241,845,748	468,104,712	1,706,970,460	223
Rhode Island . . .	542,616	85,094,617	52,623,684	137,687,701	254
South Carolina . . .	1,515,400	114,632,829	15,116,654	129,739,483	86
South Dakota . . .	583,888	63,579,694		63,579,694	109
Tennessee	2,154,789	171,532,371	37,495,347	309,127,718	96
Texas	3,896,541	262,788,961	876,536	263,665,197	68
Utah	373,371	42,606,638	4,334,810	46,941,448	126
Vermont	355,954	57,606,582	7,044,595	64,651,177	182
Virginia	2,061,612	180,215,741	39,260,190	219,474,931	106
Washington	1,141,398	126,584,116	8,802,412	135,385,528	119
West Virginia . . .	1,221,116	64,843,457	14,561,149	79,404,606	90
Wisconsin	2,333,899	224,370,099	35,588,683	259,958,782	111
Wyoming	145,965	16,871,048		16,871,048	116

* Compiled from Spectator Year Book, 1911, p. 368.

F. L. Hoffman

HIGHEST MOUNTAINS IN THE WORLD.
(Exceeding 20,000 feet.)

Mountain.	Feet.	Mountain.	Feet.	Mountain.	Feet.	Mountain.	Feet.
Asia—Mt. Everest.	29,002	Nanda Devi.	25,600	Anconhuma.	21,490	Tupungota.	20,286
Godwin-Austen	28,278	Mustagata.	24,400	Sorata.	21,470	Cacaca.	20,250
Kunchinginga.	28,156	Chumalari.	23,946	Illampu.	21,490	Haina.	20,171
Gusherbrum.	26,378	South America—		Huandoy.	21,089	San Jose.	20,020
Dhawalagiri.	26,826	Aconcagua.	22,860	Sajama.	21,047	Misti.	20,013
Masherbrum.	25,600	Mercedario.	22,315	Illimani.	21,030	North America—	
Kakapushi.	25,560	Huascan.	22,051	Paniri.	20,735	McKinley.	20,290
Kutha Kangir.	24,740			Chimborazo.	20,498		



PRINCIPAL STEAMSHIP ROUTES FROM AFRICA.

	Miles.
Length of the Equator.....	24,900
“ “ “ Meridian.....	24,858
“ “ “ a Tropic.....	22,853
“ “ “ Polar Circle.....	9,940
“ “ the Great Axis (diameter of the Equator).....	7,926
“ “ “ Little Axis (diameter through the Poles).....	7,400
“ “ “ Parallel Degree on the Equator.....	69.2
“ “ “ “ “ in the Tropics.....	63.5
“ “ “ “ “ in the Polar Circle.....	27.7
“ “ “ “ “ at the Pole.....	0

The solid contents of the Globe amounts to 260,000,000,000 cubic miles.

CURRENCY OF EUROPEAN COUNTRIES.

COUNTRY.	Standard Monetary Unit, and Approximate Value in U. S. Gold.	Bank Notes and Approximate Equivalent in U. S. Money.		Gold Coins and Approximate Equivalent in U. S. Money.		Silver Coins and Approximate Equivalent in U. S. Money.		Copper and Nickel Coins and Approximate Equivalent in U. S. Money.	
MONEY TABLE.		£	\$	£	\$	£	\$	£	\$
GREAT BRITAIN.	Gold. Pound Sterling: \$4.866½	5	24.332	Half Sov'gn = 10s.	2.433	3d.	.06	Farthing.	.005
		10	48.665			6d.	.121		
		20	97.33			1s.	.243	Half Penny.	.01
		50	243.325	Sov'gn = 20s.	4.866	Florin or 2s.	.486	Penny.	.02
FRANCE.	Gold. Franc: \$0.193	100	486.65			½ Crown or 2s. 6d.	.608		
		200	973.30			4s.	.973		
		500	2433.25			5s. or Crown	1.216		
		1,000	4866.50						
BELGIUM.	Gold. Franc: \$0.193	Francs. 50	\$ 9.65	Francs.	\$	50c.	.096½	Sou or 5c.	.0096½
		100	19.30	5	.97	1f.	.193		
		500	96.50	10	1.93	2f.	.386	2 Sou or 10c.	.0193
		1,000	193.00	20	3.86	5f.	.965		
NETHERLANDS. (HOLLAND.)	Gold. Gulden: \$0.402	Francs. 20	\$ 3.86	Francs.	\$	50c.	.096½	1c.	.0019
		50	9.65	10	1.93	1f.	.193	2c.	.0038
		100	19.30	20	3.86	2f.	.386	5c.	.0096
		500	96.50			5f.	.965	10c.	.0193
		1,000	193.00					20c.	.0386
		Gulden. 10	\$ 4.02	Gulden.	\$			copper.	
		25	10.05	5	2.01	5c.	.020		
		40	16.08			10c.	.040	½c.	.002
		50	20.10			25c.	.100	1c.	.004
		60	24.12	10	4.02	50c.	.201	2½c.	.010
		100	40.20			1 Gul.	.402		
		200	80.40			2½ Gul.	1.005		
		300	120.60						
		500	201.00						
		1,000	402.00						

CURRENCY OF EUROPEAN COUNTRIES.—Continued.

COUNTRY	Standard Monetary Unit, and Approximate Value in U. S. Gold.	Bank Notes and Approximate Equivalent in U. S. Money.	Gold Coins and Approximate Equivalent in U. S. Money	Silver Coins and Approximate Equivalent in U. S. Money.	Copper and Nickel Coins and Approximate Equivalent in U. S. Money.
GERMANY.					
100 Pfennige = 1 Mark.	Gold. Mark: \$0.238	Marks. 5 20 50 100 1,000	\$ 1.19 4.76 11.90 23.80 238.00	50 p. or 1m. 2m. 3m. 5m.	copper. 1p. 2p. nickel. 5 10
			\$	\$	\$
			2.38	.119 .238 .476 .714 1.19	.002 .005 .012 .024
AUSTRIA-HUNGARY.					
100 Hellers = 1 Krone.	Gold. Krone: \$0.203	Kronen. 10 20 50 100 1,000	\$ 2.03 4.06 10.15 20.30 203.00	1 kr. or 1fl. 5kr.	bronze. 1h. 2h. nickel. 10h. 20h.
			\$	\$	\$
			1.62 2.03 3.24 4.06	.203 .406 1.015	.002 .004 .020 .040
ITALY.					
100 Centesimi = 1 Lira.	Gold. Lira: \$0.193	Lire. 5 10 50 100 500 1,000	\$.965 1.93 9.65 19.30 96.50 193.00	1 lira. 2 lira. 5 lira.	copper. 5c. 10c. nickel. 20c. 25c.
			\$	\$	\$
			.965 1.93 9.65 19.30 96.50 193.00	.193 .386 .965	.0096 .0193 .0386 .0482
NORWAY, SWEDEN AND DENMARK.					
100 Öre = 1 Krone.	Gold. Krone: \$0.268	Kroner. 1 5 10 50 100 500 1,000	\$ 0.268 1.34 2.68 13.40 26.80 134.00 268.00	Ore. 10 25 50 Kroner. 1 2	bronze. Ore. 1 2 5
			\$	\$	\$
			1.34 2.68 5.36 2.24	.02 .06 .12 .249 .499	.0025 .005 .125

CURRENCY OF EUROPEAN COUNTRIES.—Continued.

COUNTRY.	Standard Monetary Unit, and Approximate Value in U. S. Gold.	Bank Notes and Approximate Equivalent in U. S. Money.	Gold Coins and Approximate Equivalent in U. S. Money.	Silver Coins and Approximate Equivalent in U. S. Money.	Copper and Nickel Coins and Approximate Equivalent in U. S. Money.				
RUSSIA.	Gold.	Rubles. 1 3 5 10 25 50 100 500	\$.515 1.545 2.575 5.15 12.875 25.75 51.40 257.50	Rubles. 5 7½ or { 1 Impl. { 10 15 or { 1 Impl. {	\$ 2.57 3.86 5.15 7.72	Kopecks. 5 10 15 20 25 50 100 Ruble. ½ 1	\$.025 .05 .076 .10 .125 .25 .50 .25 .50	copper. Kopecks 1 2 5	\$.0075 .015 .0375
	100 Kopecks = 1 Ruble.	Ruble: \$0.515							
SPAIN.	Gold.	Peseta. 25 50 100 500 1,000	\$ 4.825 9.65 19.30 96.50 193.00	Doobl'n 1-16 ½ 1 2 5 10 25 Peseta. 5	\$ 0.95 1.90 3.83 7.75 15.50 965 1.93 3.86 4.825	Peseta. 1 2 5 Centimo 50	\$.174 .348 .87 \$ 0.087	bronz. Centimo. 1 2 5	\$.00175 .0035 .00875
	100 Centimos = 1 Peseta.	Peseta: \$0.19							

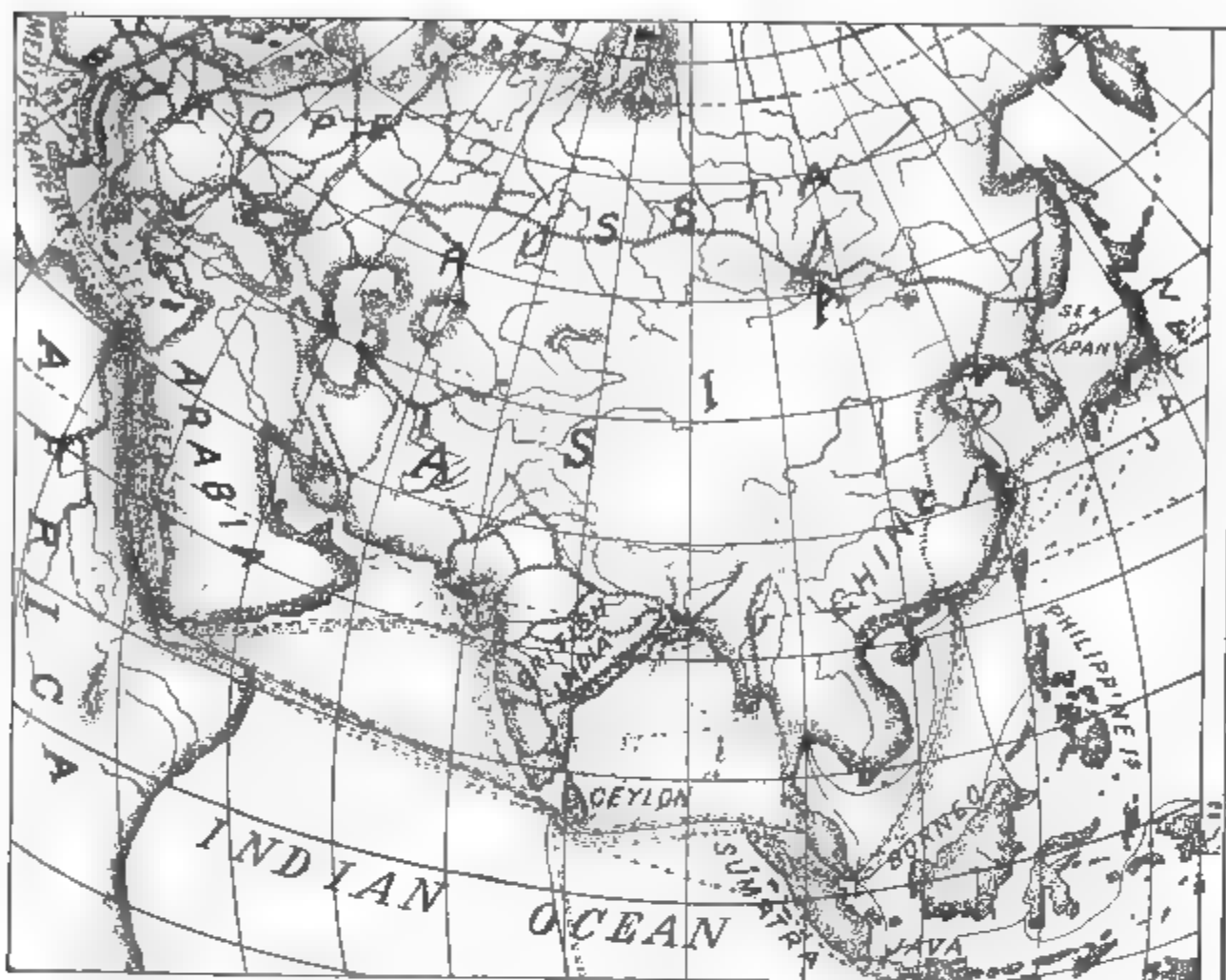
SWITZERLAND.—The monetary system of SWITZERLAND is the same as that of France, its coins bearing also the same names.

NOTE. FRANCE. Belgian, Swiss, Austrian, Russian, Spanish, Italian and Servian gold pieces and Belgian, Swiss and Greek silver coins are current in France. Five Lire Italian pieces are also current, but not Italian silver of lower values.

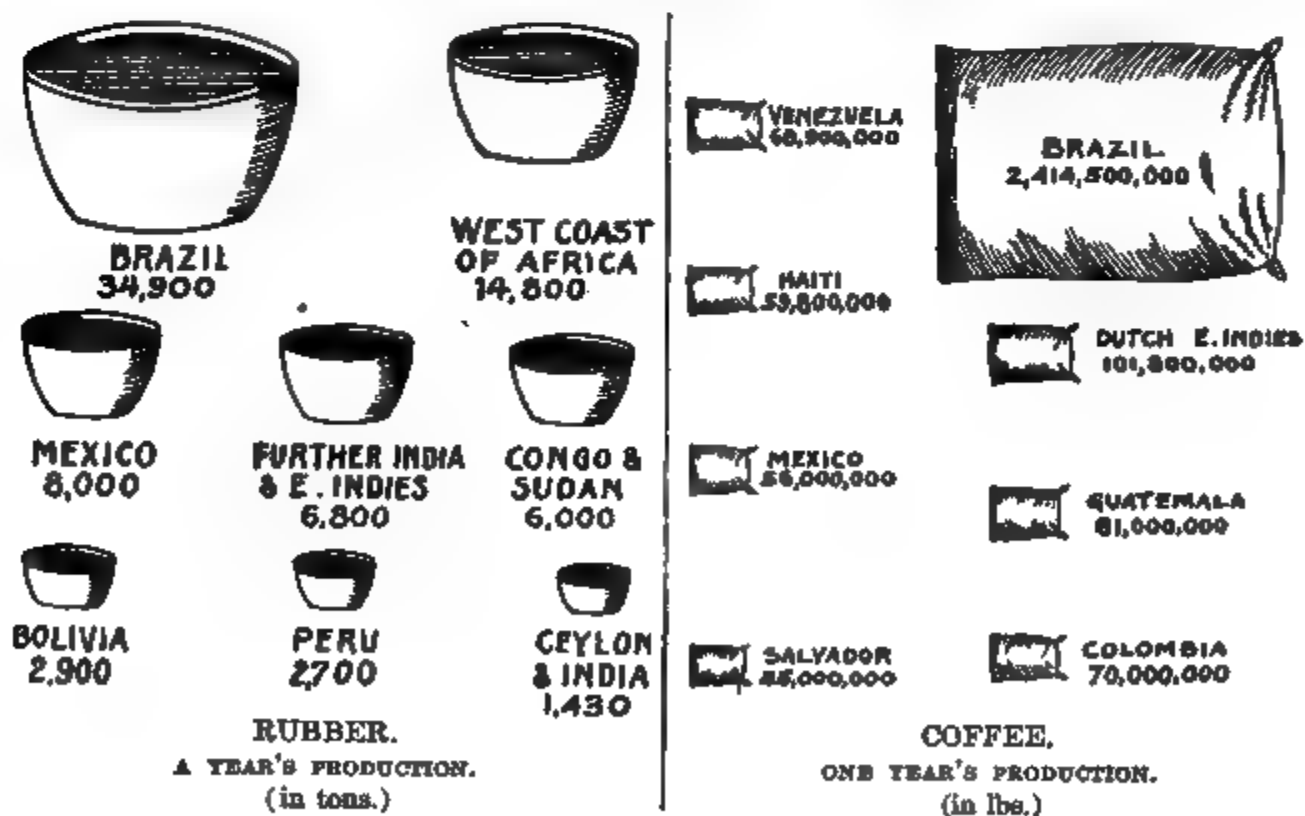
Copper coins of foreign countries do not circulate in France.

CAUTION.—Do not take any bad money.

The following coins which are uncurrent in France, and worth only their metal value, are frequently offered tourists (in change by cabmen and others). Tourists will do well to examine silver change received and reject such coins, viz.: French silver coins below the value of 5 Fcs. minted prior to 1863, and Spanish, South American and Papal silver coins regardless of denomination.



PRINCIPAL STEAMSHIP ROUTES FROM ASIA.



HIGHEST AND LOWEST ALTITUDES IN UNITED STATES.

STATE.	HIGHEST POINT.		LOWEST POINT.		APPROXIMATE MEAN ELEVATION (FEET).
	NAME.	ELEVATION (FEET).	NAME.	ELEVATION (FEET).	
Alabama	Cherula Mountain	2,407	Gulf of Mexico	Sea level	500
Alaska	Mount McKinley	20,300	Pacific Ocean	Sea level	-----
Arizona	San Francisco Peak	12,611	Colorado River	100	4,100
Arkansas	Blue Mountain	2,800	Ouachita River	55	650
	Magazine Mountain	2,800			
California	Mount Whitney	14,501	Death Valley	276 (below sea level)	2,900
Colorado	Mount Massive	14,402	Arkansas River	3,350	6,800
	Mount Elbert	14,402			
Connecticut	Bear Mountain	2,355	Long Island Sound	Sea level	500
Delaware	Centerville	440	Atlantic Ocean	Sea level	60
District of Columbia	Tenley	420	Potomac River	Sea level	150
Florida	Mount Pleasant	301	Atlantic Ocean	Sea level	100
Georgia	Braetown Bahl	4,768	do	Sea level	600
Guam	Mount Jumullong Manglor	1,274	Pacific Ocean	Sea level	-----
Hawaii	Mauna Kea	13,823	do	Sea level	-----
Idaho	Hyndman Peak	12,078	SNAKE River	720	5,000
Illinois	Charles Mound	1,241	Mississippi River	279	600
Indiana	Carlos	1,210	Ohio River	316	700
Iowa	Primghar	1,800	Mississippi River	477	1,100
Kansas	On west boundary	4,135	Verdigris River	700	2,000
Kentucky	Big Black Mountain	4,100	Mississippi River	257	750
Louisiana	Northwest part of county	400	Gulf of Mexico	Sea level	100
Maine	Mount Katahdin	5,200	Atlantic Ocean	Sea level	600
Maryland	Backbone Mountain	3,340	do	Sea level	350
Massachusetts	Mount Greylock	3,505	do	Sea level	500
Michigan	Porcupine Mountains	2,023	Lake Erie	573	900
Minnesota	Mesabi Range	1,920	Lake Superior	602	1,200
Mississippi	Holly Springs	600	Gulf of Mexico	Sea level	300
Missouri	Taum Sauk Mountain	1,750	St. Francis River	210	800
Montana	Granite Peak	12,850	Kootenai River	1,800	3,400
Nebraska	Southwest part of county	5,350	Southeast corner of State	825	2,600
Nevada	Wheeler Peak	13,058	Colorado River	470	5,800
New Hampshire	Mount Washington	6,293	Atlantic Ocean	Sea level	1,000
New Jersey	High Point	1,809	Atlantic Ocean	Sea level	250
New Mexico	North Truchas Peak	13,306	Red Bluff	2,876	5,700
New York	Mount Marcy	5,344	Atlantic Ocean	Sea level	900
North Carolina	Mount Mitchell	6,711	do	Sea level	700
North Dakota	Summit of county	3,500	Pembina	790	1,900
Ohio	Near Mansfield	1,479	Ohio River	425	850
Oklahoma	West end of county	4,750	Red River	300	1,300
Oregon	Mount Hood	11,225	Pacific Ocean	Sea level	3,300
Pennsylvania	Blue Knob	3,136	Delaware River	Sea level	1,100
Philippine Islands	Mount Apo	9,610	Pacific Ocean	Sea level	-----
Porto Rico	Luquillo Mountains	3,532	Atlantic Ocean	Sea level	-----
Rhode Island	Durfee Hill	805	Atlantic Ocean	Sea level	200
South Carolina	Sassafras Mountain	3,548	do	Sea level	350
South Dakota	Harney Peak	7,242	Big Stone Lake	962	2,200
Tennessee	Mount Guyot	6,636	Mississippi River	182	900
Texas	El Capitan	9,020	Gulf of Mexico	Sea level	1,700
Utah	Kings Peaks	13,498	Beaverdam Creek	2,000	6,100
Vermont	Mount Mansfield	4,364	Lake Champlain	95	1,000
Virginia	Mount Rogers	5,719	Atlantic Ocean	Sea level	950
Washington	Mount Rainier	14,363	Pacific Ocean	Sea level	1,790
West Virginia	Spruce Knob	4,860	Potomac River	240	1,500
Wisconsin	Rib Hill	1,940	Lake Michigan	582	1,050
Wyoming	Gannett Peak	13,785	Belle Fourche River	3,100	6,700
United States (exclusive of Alaska).	Mount Whitney	14,501	Death Valley	276 (below sea level)	2,500

CUSTOMS AND INTERNAL REVENUE COLLECTED ON DISTILLED SPIRITS, WINES, MALT LIQUORS AND TOBACCO WITH TOTAL NATIONAL REVENUE AND PERCENTAGE.

For the fiscal year ending June 30, 1912, the total national ordinary receipts from all sources amounted to \$691,778,465, and the total internal revenue and customs receipts from alcoholic beverages and tobacco and the manufactures of same amounted to \$332,497,000, or in other words, the receipts from alcoholic beverages and tobacco was 48.06 per cent. of the total revenue of the United States.

The customs revenue from alcoholic beverages, amounting to \$16,765,000 was divided as follows: From malt liquors, \$2,014,000, from wine, \$5,809,000, from distilled spirits, \$8,942,000. The customs revenue from tobacco and the manufactures of same amounted to \$25,572,000. The internal revenue from alcoholic beverages, exclusive of license duties, which for the manufacture of malt liquors and distilled spirits amounted to \$484,000, and for the sale of malt liquors and distilled spirits to \$7,134,000, totaling \$212,142,000, was divided as follows: From malt liquors, \$62,108,000; and from distilled spirits, \$149,934,000. The internal revenue from tobacco amounted to \$70,590,000. Thus for the year the total internal revenue and customs receipts from alcoholic beverages amounted to \$236,335,000, and from tobacco and the manufacture of same \$96,162,000.

DOMESTIC EXPRESS RATES.

It is impossible in the space allotted to the subject to give an accurate idea of domestic express rates. However, the matter will be greatly simplified if the rates based on a zone system, as advocated by the Interstate Commerce Commission, are put into effect. The introduction of the Parcel Post has caused a material reduction in the present rates and tariffs.

FOREIGN EXPRESS RATES.

The following is a tariff of all rates for express packages. It should be remembered that rates of this kind are subject to change without notice, and they are published solely in the interests of the shipper. These rates may be considered to be maximum. Thus we find another company offering shippings to Italy as low as 40 cents a single pound to Genoa, 60 cents to Rome, and 65 cents to other railway stations. Also a rate of 30 cents a pound to Paris and 25 cents a pound for shipments to London, via Southampton. The rates on say a hundred pounds do not vary in quite the same ratio. It is believed that with this tariff of rates the intending traveler can make his arrangements as to shipping packages of guide books, etc., rather more intelligently than without it. Rates to South Africa, North Africa, Asia, India, Japan, Australia, the West Indies, Porto Rico, Central America and South America are not included, as these rates vary so radically that it is impossible to get any accurate idea of what the shipment would actually cost without the publication of a more extensive table than space will permit.

OCEAN EXPRESS TARIFF FOR SMALL SHIPMENTS

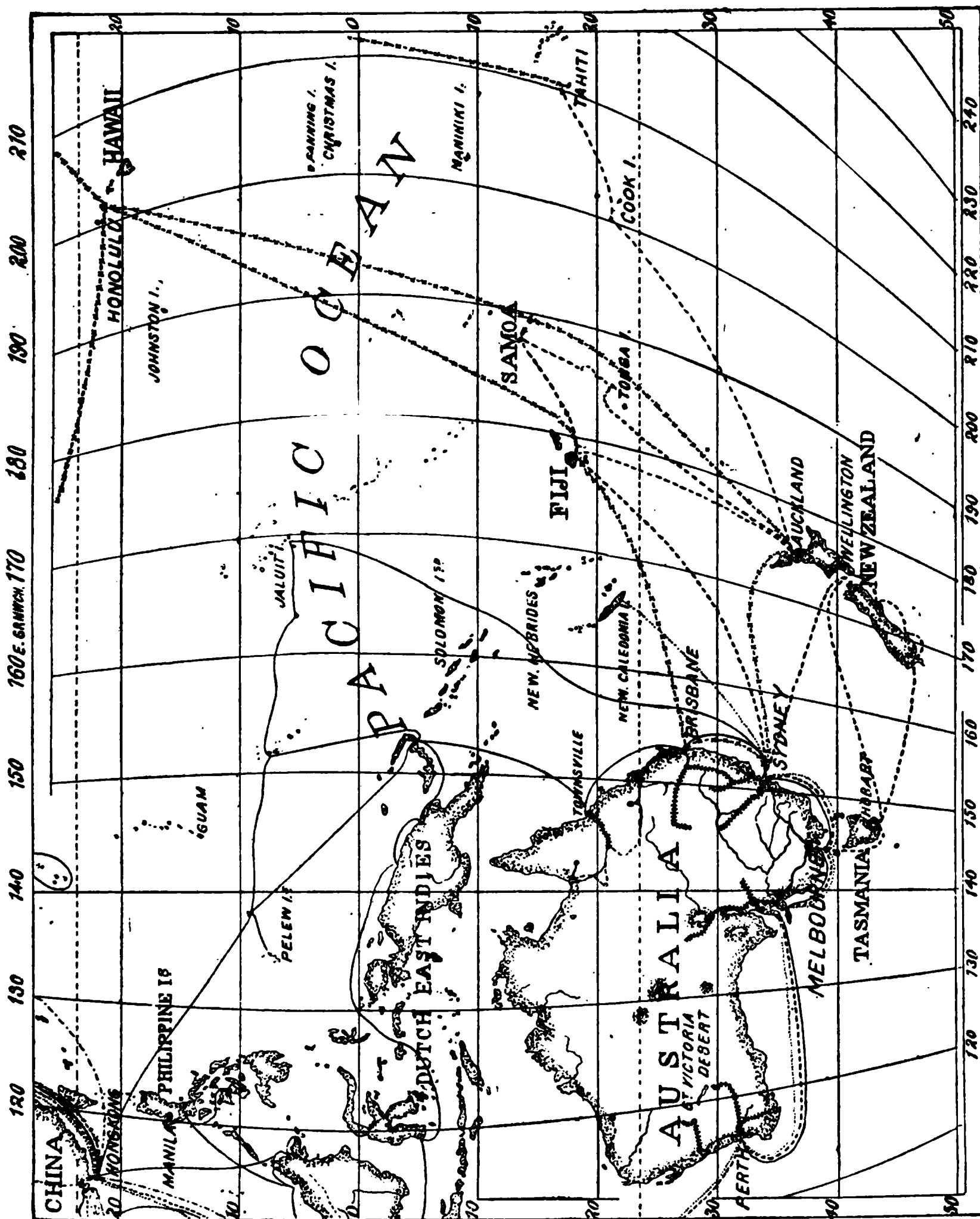
Each Additional 20 pounds	Value Rate per \$100	Insurance Rate per \$100	Pounds									
			1	2	3	4	5	6	7	8	9	10
30	40	30	30	35	40	45	50	55	60	65	70	75
40	50	40	40	45	50	55	60	65	70	75	80	85
50	60	50	50	55	60	65	70	75	80	85	90	95
60	70	60	60	65	70	75	80	85	90	95	100	105
70	80	70	70	75	80	85	90	95	100	105	110	115
80	90	80	80	85	90	95	100	105	110	115	120	125
90	100	90	90	95	100	105	110	115	120	125	130	135
100	110	100	100	105	110	115	120	125	130	135	140	145
110	120	110	110	115	120	125	130	135	140	145	150	155
120	130	120	120	125	130	135	140	145	150	155	160	165
130	140	130	130	135	140	145	150	155	160	165	170	175
140	150	140	140	145	150	155	160	165	170	175	180	185
150	160	150	150	155	160	165	170	175	180	185	190	195
160	170	160	160	165	170	175	180	185	190	195	200	205
170	180	170	170	175	180	185	190	195	200	205	210	215
180	190	180	180	185	190	195	200	205	210	215	220	225
190	200	190	190	195	200	205	210	215	220	225	230	235
200	210	200	200	205	210	215	220	225	230	235	240	245
210	220	210	210	215	220	225	230	235	240	245	250	255
220	230	220	220	225	230	235	240	245	250	255	260	265
230	240	230	230	235	240	245	250	255	260	265	270	275
240	250	240	240	245	250	255	260	265	270	275	280	285
250	260	250	250	255	260	265	270	275	280	285	290	295
260	270	260	260	265	270	275	280	285	290	295	300	305
270	280	270	270	275	280	285	290	295	300	305	310	315
280	290	280	280	285	290	295	300	305	310	315	320	325
290	300	290	290	295	300	305	310	315	320	325	330	335
300	310	300	300	305	310	315	320	325	330	335	340	345
310	320	310	310	315	320	325	330	335	340	345	350	355
320	330	320	320	325	330	335	340	345	350	355	360	365
330	340	330	330	335	340	345	350	355	360	365	370	375
340	350	340	340	345	350	355	360	365	370	375	380	385
350	360	350	350	355	360	365	370	375	380	385	390	395
360	370	360	360	365	370	375	380	385	390	395	400	405
370	380	370	370	375	380	385	390	395	400	405	410	415
380	390	380	380	385	390	395	400	405	410	415	420	425
390	400	390	390	395	400	405	410	415	420	425	430	435
400	410	400	400	405	410	415	420	425	430	435	440	445
410	420	410	410	415	420	425	430	435	440	445	450	455
420	430	420	420	425	430	435	440	445	450	455	460	465
430	440	430	430	435	440	445	450	455	460	465	470	475
440	450	440	440	445	450	455	460	465	470	475	480	485
450	460	450	450	455	460	465	470	475	480	485	490	495
460	470	460	460	465	470	475	480	485	490	495	500	505
470	480	470	470	475	480	485	490	495	500	505	510	515
480	490	480	480	485	490	495	500	505	510	515	520	525
490	500	490	490	495	500	505	510	515	520	525	530	535
500	510	500	500	505	510	515	520	525	530	535	540	545
510	520	510	510	515	520	525	530	535	540	545	550	555
520	530	520	520	525	530	535	540	545	550	555	560	565
530	540	530	530	535	540	545	550	555	560	565	570	575
540	550	540	540	545	550	555	560	565	570	575	580	585
550	560	550	550	555	560	565	570	575	580	585	590	595
560	570	560	560	565	570	575	580	585	590	595	600	605
570	580	570	570	575	580	585	590	595	600	605	610	615
580	590	580	580	585	590	595	600	605	610	615	620	625
590	600	590	590	595	600	605	610	615	620	625	630	635
600	610	600	600	605	610	615	620	625	630	635	640	645
610	620	610	610	615	620	625	630	635	640	645	650	655
620	630	620	620	625	630	635	640	645	650	655	660	665
630	640	630	630	635	640	645	650	655	660	665	670	675
640	650	640	640	645	650	655	660	665	670	675	680	685
650	660	650	650	655	660	665	670	675	680	685	690	695
660	670	660	660	665	670	675	680	685	690	695	700	705
670	680	670	670	675	680	685	690	695	700	705	710	715
680	690	680	680	685	690	695	700	705	710	715	720	725
690	700	690	690	695	700	705	710	715	720	725	730	735
700	710	700	700	705	710	715	720	725	730	735	740	745
710	720	710	710	715	720	725	730	735	740	745	750	755
720	730	720	720	725	730	735	740	745	750	755	760	765
730	740	730	730	735	740	745	750	755	760	765	770	775
740	750	740	740	745	750	755	760	765	770	775	780	785
750	760	750	750	755	760	765	770	775	780	785	790	795
760	770	760	760	765	770	775	780	785	790	795	800	805
770	780	770	770	775	780	785	790	795	800	805	810	815
780	790	780	780	785	790	795	800	805	810	815	820	825
790	800	790	790	795	800	805	810	815	820	825	830	835
800	810	800	800	805	810	815	820	825	830	835	840	845
810	820	810	810	815	820	825	830	835	840	845	850	855
820	830	820	820	825	830	835	840	845	850	855	860	865
830	840	830	830	835	840	845	850	855	860	865	870	875
840	850	840	840	845	850	855	860	865	870	875	880	885
850	860	850	850	855	860	865	870	875	880	885	890	895
860	870	860	860	865	870	875	880	885	890	895	900	905
870	880	870	870	875	880	885	890	895	900	905	910	915
880	890	880	880	885	890	895	900	905	910	915	920	925
890	900	890	890	895	900	905	910	915	920	925	930	935
900	910	900	900	905	910	915	920	925	930	935	940	945
910	920	910	910	915	920	925	930	935	940	945	950	955
920	930	920	920	925	930	935	940	945	950	955	960	965
930	940	930	930	935	940	945	950	955	960	965	970	975
940	950	940	940	945	950	955	960	965	970	975	980	985
950	960	950	950	955	960	965	970	975	980	985	990	995
960	970	960	960	965	970	975	980	985	990	995	1000	1005
970	980	970	970	975	980	985	990	995	1000	1005	1010	1015
980	990	980	980	985	990	995	1000	1005	1010	1015	1020	1025
990	1000	990	990	995	1000	1005	1010	1015	1020	1025	1030	1035
1000	1010	1000	1000	1005	1010	1015	1020	1025	1030	1035	1040	1045

*All towns where there is a R. R. Station

The above rates are figured to cover a thoroughly first class express service

LIVERPOOL, HAVRE, HAMBURG, BREMEN, ANTWERP, ROTTERDAM, and LONDON via Southampton

London, via Liverpool



PRINCIPAL STEAMSHIP ROUTES FROM AUSTRALASIA.

INTERNATIONAL UNION FOR THE PUBLICATION OF CUSTOMS TARIFFS.

The International Union for the Publication of Customs Tariffs was founded by an international convention, July 5, 1890, and concluded between fifty-two states and semi-independent colonies. The object of the union is to publish as promptly and as correctly as possible all the tariffs of the world in five

languages, viz., English, French, German, Italian, and Spanish. The bureau has its seat at Brussels, and is under the direct control of the Government of Belgium. The members of the bureau are delegates from the principal countries whose language is used in the publications.

Monetary systems and approximate stocks of money, in the aggregate and

	Countries.	Monetary standard.	Monetary unit.	Population.	Stock of gold.		
					In banks and public treasuries.	In circulation.	Total.
				Thousands.	Thousands.	Thousands.	Thousands.
1	United States.....	Gold.....	Dollar.....	94,800	1,420,800	302,800	1,728,600
2	Austria-Hungary....	do.....	Crown.....	48,400	265,700	90,000	355,700
3	Belgium.....	do.....	Franc.....	7,300	38,500		
4	British Empire:						
5	Australia.....	do.....	Pound sterling....	4,400	207,800	14,000	222,400
6	Canada.....	do.....	Dollar.....	6,200	128,200		
7	United Kingdom.	do.....	Pound sterling....	45,000	1,378,000	335,000	1,710,800
8	India.....	do.....	Pound sterling and rupee.	266,000	* 44,000		
9	South Africa.....	do.....	Pound sterling....	7,800	50,400	15,000	65,400
10	Straits Settlements ¹	do.....	Dollar.....	1,000	6,800		
11	Bulgaria.....	do.....	Lev.....	4,000	7,700		
12	Cuba.....	do.....	Peseta.....	2,100			42,000
13	Denmark.....	do.....	Crown.....	2,700	19,800	18,500	38,300
14	Egypt.....	do.....	Piaster.....	11,300	8,200	174,500	* 182,700
15	Finland.....	do.....	Markkaa.....	2,900	6,900	3,700	10,600
16	France.....	do.....	Franc.....	39,300	624,000	568,000	* 1,200,000
17	Germany.....	do.....	Mark.....	64,000	* 205,700		
18	Greece.....	do.....	Drachma.....	2,000	2,500	1,900	4,400
19	Haiti.....	do.....	Gourde.....	1,500	1,300	2,100	3,400
20	Italy.....	do.....	Lira.....	33,900	288,500		
21	Japan.....	do.....	Yen.....	52,200	117,000	16,900	133,900
22	Mexico.....	do.....	Peso.....	15,000	21,300		
23	Netherlands.....	do.....	Florin.....	5,900	54,400	19,200	73,600
24	Norway.....	do.....	Crown.....	2,400	16,200	4,800	20,800
25	Portugal.....	do.....	Milreis.....	5,400	6,500	8,000	14,500
26	Roumania.....	do.....	Lei.....	4,900	20,600	2,100	22,700
27	Russia.....	do.....	Ruble.....	100,100	611,700	254,400	866,100
28	Serbia.....	do.....	Dinar.....	2,800	6,500		
29	Siam.....	do.....	Tical.....	7,000	100		
30	South American States:						
31	Argentina.....	do.....	Peso.....	7,000	248,300		
32	Bolivia.....	do.....	Boliviano.....	2,300	7,800		
33	Brazil.....	do.....	Milreis.....	20,500	116,500		
34	Chile.....	do.....	Peso.....	3,500	500		
35	Colombia.....	do.....	Dollar.....	4,300			
36	Ecuador.....	do.....	Sucre.....	1,500	3,300	2,100	5,400
37	Guiana.....						
38	British.....	do.....	Pound sterling....	300	100		
39	Dutch.....	do.....	Florin.....	100	200		
40	French.....	do.....	Franc.....	100	100		
41	Paraguay.....	do.....	Peso.....	800	15,200		
42	Peru.....	do.....	Sol.....	4,500	8,200	3,900	12,200
43	Uruguay.....	do.....	Peso.....	1,100	15,200		
44	Venezuela.....	do.....	Bolivar.....	2,000	600	2,500	3,100
45	Spain.....	do.....	Peseta.....	19,700	74,900	138,200	212,100
46	Sweden.....	do.....	Crown.....	5,400	22,800	8,200	34,000
47	Switzerland.....	do.....	Franc.....	3,900	31,000	24,700	55,700
48	Turkey.....	do.....	Piaster.....	24,000	14,900	127,800	142,400
49	Central American States.	Silver ²	Peso.....	8,300	1,300	100	1,400
	Total.....			1,040,000	5,157,000		

NOTE.—The blank spaces in this table signify that no satisfactory information is available.

¹ Estimates for the United Kingdom prior to that for 1910 were for coin only; these figures include \$100,000,000 for bullion in the Bank of England; also \$12,200,000 gold belonging to Indian gold-standard reserve.

² This is the amount in the currency reserves. Fred. J. Atkinson, accountant general of India, in 1908, estimated the active rupee circulation at 2,040,000,000 rupees; small silver coin at 140,000,000 rupees.

³ Includes Straits Settlements, the Malay States, and Johore.

⁴ This estimate is based upon a calculation made by Messrs. P. Arminjon and E. Michel in 1908, who estimated the stock of gold in the country at from 23,000,000 to 41,000,000 Egyptian pounds. The mean

per capita, in the principal countries of the world, Dec. 31, 1911.

Stock of silver.			Uncovered paper.	Per capita.				
Full tender.	Limited tender.	Total.		Gold.	Silver.	Paper.	Total.	
Thousands.	Thousands.	Thousands.	Thousands.					
568,300	167,600	735,900	764,500	\$18.98	\$7.76	\$8.07	\$34.81	1
Nil.	122,900	122,900	197,600	7.21	2.49	4.00	13.70	2
8,700	2,400	11,100	139,000	5.00	1.52	19.04	25.56	3
Nil.	10,000	10,000	.....	50.54	2.27	.....	52.81	4
Nil.	7,700	7,700	79,100	22.29	1.24	12.76	36.29	5
Nil.	116,800	116,800	115,200	15.80	2.59	2.56	20.95	6
97,400	45,000	142,400	45,400	.14	.48	.16	.78	7
Nil.	20,000	20,000	.....	8.38	2.56	.....	10.94	8
Nil.	19,000	19,000	7,500	4.25	11.88	4.68	20.81	9
Nil.	4,800	4,800	9,900	1.93	1.20	2.47	5.60	10
Nil.	5,000	5,000	.....	20.00	2.38	.....	22.38	11
Nil.	7,900	7,900	17,300	14.19	2.92	6.41	23.52	12
Nil.	14,300	14,300	6,600	16.17	1.26	.58	18.01	13
Nil.	500	500	14,900	3.66	.17	5.13	8.96	14
347,400	63,700	411,100	245,900	30.53	10.46	6.26	47.25	15
Nil.	253,600	253,600	276,100	3.16	3.90	4.24	11.30	16
Nil.	3,900	3,000	27,600	1.69	1.15	10.62	13.46	17
1,000	1,500	2,500	8,200	2.26	1.67	5.47	9.40	18
22,700	1,400	24,100	182,300	8.51	.71	5.38	14.60	19
Nil.	64,200	64,200	101,700	2.57	1.23	1.95	5.55	20
52,000	4,000	56,000	51,200	2.08	3.73	3.41	9.22	21
Nil.	29,000	29,000	64,700	12.81	4.92	10.97	28.70	22
Nil.	3,700	3,700	8,700	8.67	1.54	3.62	13.83	23
Nil.	33,100	33,100	69,900	2.69	6.13	12.94	21.76	24
Nil.	12,600	12,600	43,200	4.81	1.85	6.35	18.01	25
Nil.	78,800	78,800	.....	5.91	.49	.....	6.40	26
Nil.	1,300	1,300	4,900	2.32	.46	1.75	4.53	27
Nil.	52,200	52,200	2,100	.01	7.46	.30	7.77	28
Nil.	9,400	9,400	7 692,200	35.47	1.34	98.89	135.70	29
Nil.	700	700	2,000	3.89	.30	.87	4.56	30
Nil.	25,000	25,000	7 77,900	5.68	1.22	3.80	10.70	31
Nil.	8,500	8,500	19,000	.14	2.43	5.43	8.00	32
Nil.	.....	.....	8 10,000	.....	.....	2.33	2.33	33
Nil.	1,300	1,300	1,700	3.60	.87	1.13	5.60	34
Nil.	400	400	100	.33	1.34	.33	2.00	35
Nil.	300	300	300	2.00	3.00	3.00	8.00	36
Nil.	100	100	600	1.00	1.00	6.00	8.00	37
Nil.	.....	.....	42,900	19.00	.....	53.63	72.63	38
Nil.	2,400	2,400	.....	2.71	.53	.....	3.24	39
Nil.	4,300	4,300	8,000	13.82	3.90	7.28	25.00	40
Nil.	10,800	10,800	800	1.19	4.15	.31	5.65	41
Nil.	256,800	256,800	76,000	10.82	13.04	3.85	27.71	42
Nil.	8,600	8,600	34,700	4.81	1.59	6.43	12.83	43
Nil.	13,500	13,500	27,900	19.91	4.09	8.45	32.45	44
Nil.	26,400	26,400	.....	5.93	1.10	.....	7.03	45
Nil.	9,200	9,200	89,900	.26	1.74	16.96	18.96	46
1,097,500	1,523,700	2,621,200	3,567,500	.....	.....	.....	.....	47

of these figures was adopted in this table last year. Since their estimate was made the net imports of gold into Egypt to Dec. 31, 1911, have amounted to \$28,919,061, but as there is said to be a considerable absorption of gold for ornaments, no change in the estimate of the monetary stock has been made.

* Estimate of A. De Foville, 1909.

* German war fund and Imperial Bank of Germany. No definite information as to other holdings. The coinage of gold since the establishment of the Empire, less recoinage, amounts to \$1,125,023,299, but the exports are unknown, and there has been an industrial consumption.

† Gold conversion value.

* This amount has been reduced to a gold basis; that is, 100 pesos equal 1 United States gold dollar.

* Except Costa Rica and British Honduras (gold-standard countries).

INTEREST TABLES.

SIMPLE INTEREST.*

Time.	1 day	2 days	3 days	4 days	5 days	6 days	7 days	8 days	9 days	10 days	20 days	1 mo.	2 mo.	3 mo.	4 mo.	5 mo.	6 mo.	1 year.
Amt. \$1	Int.																	
\$1	4 5 6 7																	4 5 6 7
\$2	4 5 6 7																	8 10 12 14
\$3	4 5 6 7																	12 15 18 21
\$4	4 5 6 7																	16 20 24 28
\$5	4 5 6 7																	20 25 30 35
\$10	4 5 6 7																	40 50 60 70
\$25	4 5 6 7																	1 00 1 25 1 50 1 75
\$50	4 5 6 7																	2 00 2 50 3 00 3 50
\$100	4 5 6 7																	4 00 5 00 6 00 7 00
\$200	4 5 6 7																	8 00 10 00 12 00 14 00
\$300	4 5 6 7																	12 00 15 00 18 00 21 00
\$500	4 5 6 7																	20 00 25 00 30 00 35 00
\$1,000	4 5 6 7																	40 00 50 00 60 00 70 00

*In order to find the amount of interest at 1-2, 2-3, 3-4 per cent, etc., divide the amount given at twice the interest (i. e., 2, 3, 4 per cent, etc.) by 2.

COMPOUND INTEREST TABLE NO. 1.

SHOWING THE RATE AT WHICH \$1 WILL INCREASE WHEN AT COMPOUND INTEREST.

Years.	2%	4%	5%	6%	7%	Years.	3%	4%	5%	6%	7%
1	1.0200	1.0400	1.0500	1.0600	1.0700	11	1.3842	1.5394	1.7103	1.8983	2.1048
2	1.0404	1.0816	1.1025	1.1236	1.1449	12	1.4258	1.6010	1.7868	2.0122	2.2522
3	1.0609	1.1248	1.1570	1.1910	1.2260	13	1.4685	1.6650	1.8650	2.1329	2.4008
4	1.1255	1.1699	1.2153	1.2624	1.3108	14	1.5126	1.7316	1.9492	2.2609	2.5788
5	1.1592	1.2169	1.2763	1.3384	1.4025	15	1.5580	1.8009	2.0789	2.3989	2.7690
6	1.1840	1.2653	1.3401	1.4185	1.5007	16	1.6047	1.8730	2.1828	2.5403	2.9572
7	1.2200	1.3159	1.4071	1.5040	1.6068	17	1.6528	1.9489	2.2926	2.6928	3.1553
8	1.2668	1.3688	1.4773	1.5838	1.7182	18	1.7034	2.0258	2.4060	2.8513	3.3790
9	1.3048	1.4233	1.5513	1.6884	1.8384	19	1.7555	2.1068	2.5269	3.0256	3.6168
10	1.3439	1.4802	1.6229	1.7908	1.9671	20	1.8081	2.1911	2.6533	3.2071	3.8697

COMPOUND INTEREST TABLE NO. 2.

SHOWING THE INCREASE OF \$1 IF INVESTED AT COMPOUND INTEREST FOR 100 YEARS.

Investment.	Per Cent.	Amt. in 100 yrs.	Investment.	Per Cent.	Amt. in 100 yrs.	Investment.	Per Cent.	Amt. in 100 yrs.	Investment.	Per Cent.	Amt. in 100 yrs.
\$1	1	\$2.78	\$1	5	\$131.25	\$1	9	\$5,513.00	\$1	18	\$1,174,404.00
1	2	7.26	1	6	340.00	1	10	15,909.00	1	18	15,145,000.00
1	3	19.35	1	7	808.00	1	12	34,875.00	1	24	2,551,730,404.00
1	4	80.80	1	8	2,308.00						

YEARS IN WHICH MONEY WILL DOUBLE AT SEVERAL RATES OF INTEREST.

Rate of Int.	Simple Interest.	Compound Interest.	Rate of Int.	Simple Interest.	Compound Interest.
1%	100 years.....	69 years and 245 days...	5%	20 years.....	14 years and 75 days.
2%	50 years.....	35 years.....	6%	16 years and 343 days.	11 years and 327 days.
3%	40 years.....	28 years and 26 days...	7%	14 years and 104 days.	10 years and 69 days.
3 1/2%	33 years and 4 months.	23 years and 164 days...	8%	12 years and 185 days.	9 years and 2 days.
4%	28 years and 208 days.	20 years and 54 days...	9%	11 years and 40 days...	8 years and 16 days.
4 1/2%	25 years.....	17 years and 246 days...	10%	10 years.....	7 years and 100 days.
5%	22 years and 81 days.	15 years and 273 days...			

TABLES OF WAGE.

MONTHLY WAGE TABLE.

Days	\$10	\$11	\$12	\$13	\$14	\$15	\$16	\$17	\$18	\$19	\$20
1	.33	.42	.46	.50	.54	.58	.62	.65	.69	.73	.77
2	.66	.84	.92	1.00	1.08	1.15	1.23	1.31	1.38	1.46	1.54
3	1.00	1.27	1.38	1.50	1.62	1.73	1.85	1.96	2.08	2.19	2.31
4	1.33	1.69	1.85	2.00	2.15	2.31	2.48	2.62	2.77	2.92	3.08
5	1.67	2.12	2.31	2.50	2.69	2.88	3.08	3.27	3.46	3.65	3.85
6	2.00	2.54	2.77	3.00	3.23	3.46	3.69	3.92	4.15	4.38	4.62
7	2.33	2.98	3.23	3.50	3.77	4.04	4.31	4.58	4.85	5.12	5.38
8	2.67	3.38	3.69	4.00	4.31	4.62	4.92	5.23	5.54	5.85	6.15
9	3.00	3.81	4.15	4.50	4.85	5.19	5.54	5.88	6.23	6.58	6.92
10	3.33	4.23	4.62	5.00	5.38	5.77	6.15	6.54	6.92	7.31	7.69
11	3.67	4.65	5.08	5.50	5.92	6.35	6.77	7.19	7.62	8.04	8.45
12	4.00	5.08	5.54	6.00	6.46	6.92	7.38	7.85	8.31	8.77	9.23
13	4.33	5.50	6.00	6.50	7.00	7.50	8.00	8.50	9.00	9.50	10.00
14	4.67	5.88	6.46	7.00	7.54	8.08	8.62	9.15	9.69	10.23	10.77
15	5.00	6.23	6.82	7.50	8.08	8.65	9.23	9.81	10.39	10.98	11.54
16	5.33	6.65	7.27	8.00	8.62	9.23	9.85	10.46	11.08	11.69	12.31
17	5.67	7.00	7.65	8.50	9.15	9.81	10.46	11.12	11.77	12.42	13.08
18	6.00	7.38	8.08	9.00	9.69	10.38	11.08	11.77	12.46	13.15	13.85
19	6.33	7.77	8.51	9.50	10.23	10.98	11.69	12.42	13.15	13.88	14.62
20	6.67	8.15	8.92	10.00	10.77	11.54	12.31	13.08	13.85	14.62	15.38
21	7.00	8.54	9.35	10.50	11.31	12.12	12.92	13.73	14.54	15.35	16.15
22	7.33	8.92	9.78	11.00	11.85	12.69	13.54	14.38	15.23	16.08	16.94
23	7.67	9.31	10.15	11.50	12.38	13.27	14.15	15.04	15.92	16.81	17.69
24	8.00	9.70	10.63	12.00	12.92	13.85	14.77	15.69	16.62	17.54	18.46
25	8.33	10.08	11.04	12.50	13.46	14.42	15.38	16.33	17.31	18.27	19.23
1 month	10.00	11.00	12.00	13.00	14.00	15.00	16.00	17.00	18.00	19.00	20.00
2	20.00	22.00	24.00	26.00	28.00	30.00	32.00	34.00	36.00	38.00	40.00
3	30.00	33.00	36.00	39.00	42.00	45.00	48.00	51.00	54.00	57.00	60.00
4	40.00	44.00	48.00	52.00	56.00	60.00	64.00	68.00	72.00	76.00	80.00
5	50.00	55.00	60.00	65.00	70.00	75.00	80.00	85.00	90.00	95.00	100.00
6	60.00	66.00	72.00	78.00	84.00	90.00	96.00	102.00	108.00	114.00	120.00
7	70.00	77.00	84.00	91.00	98.00	105.00	112.00	119.00	126.00	133.00	140.00
8	80.00	88.00	96.00	104.00	112.00	120.00	128.00	136.00	144.00	152.00	160.00
9	90.00	99.00	108.00	117.00	126.00	135.00	144.00	153.00	162.00	171.00	180.00
10	100.00	110.00	120.00	130.00	140.00	150.00	160.00	170.00	180.00	190.00	200.00
11	110.00	121.00	132.00	143.00	154.00	165.00	176.00	187.00	198.00	209.00	220.00
1 year	120.00	132.00	144.00	156.00	168.00	180.00	192.00	204.00	216.00	228.00	240.00

YEARLY WAGE TABLE.

Per Year	Per Month	Per Week	Per Day	Per Year	Per Month	Per Week	Per Day	Per Year	Per Month	Per Week	Per Day
\$20	\$1.67	\$0.38	\$0.08	\$100	\$8.33	\$1.92	\$0.27	\$180	\$15.00	\$3.45	\$0.49
25	2.08	.48	.07	105	8.75	2.01	.29	185	15.42	3.55	.51
30	2.50	.58	.08	110	9.17	2.11	.30	190	15.83	3.64	.52
35	2.92	.67	.10	115	9.58	2.21	.32	195	16.25	3.74	.53
40	3.33	.77	.11	120	10.00	2.30	.33	200	16.67	3.84	.55
45	3.75	.88	.12	125	10.42	2.40	.34	205	17.08	3.93	.56
50	4.17	.98	.14	130	10.83	2.49	.36	210	17.50	4.03	.58
55	4.58	1.08	.15	135	11.25	2.59	.37	215	17.92	4.12	.59
60	5.00	1.18	.16	140	11.67	2.69	.38	220	18.33	4.22	.60
65	5.42	1.28	.18	145	12.08	2.78	.40	225	18.75	4.31	.62
70	5.83	1.38	.19	150	12.50	2.88	.41	230	19.17	4.41	.63
75	6.25	1.48	.21	155	12.92	2.97	.42	235	19.58	4.51	.64
80	6.67	1.58	.22	160	13.33	3.07	.44	240	20.00	4.60	.66
85	7.08	1.68	.23	165	13.75	3.16	.45	245	20.42	4.70	.67
90	7.50	1.78	.25	170	14.17	3.26	.47	250	20.83	4.79	.69
95	7.92	1.88	.26	175	14.58	3.35	.48				

WEEKLY WAGE TABLE.

Hours.	\$1.00	\$2.00	\$3.00	\$4.00	\$5.00	\$6.00	\$7.00	\$8.00	\$9.00	\$10.00	\$11.00	\$12.00	\$13.00	\$14.00
1/2	.01	.01	.02	.03	.04	.05	.06	.08	.07	.08	.09	.10	.11	.12
1	.01	.03	.06	.09	.12	.16	.20	.24	.28	.32	.36	.40	.44	.48
2	.03	.06	.10	.15	.20	.25	.30	.35	.40	.45	.50	.55	.60	.65
3	.05	.10	.15	.20	.25	.33	.40	.48	.53	.60	.68	.75	.80	.85
4	.06	.12	.18	.25	.33	.41	.50	.58	.65	.75	.83	.91	1.00	1.06
5	.08	.16	.25	.33	.41	.50	.60	.70	.80	1.00	1.10	1.20	1.30	1.40
6	.10	.20	.30	.40	.50	.60	.70	.81	.93	1.16	1.28	1.40	1.52	1.64
7	.11	.23	.35	.46	.58	.70	.83	.93	1.06	1.33	1.46	1.60	1.73	1.86
8	.13	.26	.40	.53	.68	.80	.93	1.06	1.21	1.33	1.46	1.60	1.73	1.86
Days	.16	.33	.50	.66	.83	1.00	1.16	1.33	1.50	1.66	1.83	2.00	2.17	2.33
1	.16	.33	.50	.66	.83	1.00	1.16	1.33	1.50	1.66	1.83	2.00	2.17	2.33
2	.33	.66	1.00	1.33	1.66	2.00	2.33	2.66	3.00	3.33	3.66	4.00	4.34	4.66
3	.50	1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00	5.50	6.00	6.51	6.99
4	.66	1.33	2.00	2.66	3.33	4.00	4.66	5.33	6.00	6.66	7.33	8.00	8.66	9.33
5	.83	1.66	2.50	3.33	4.16	5.00	5.83	6.66	7.50	8.33	9.16	10.00	10.83	11.66
6	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	12.00	13.00	14.00

Trade Discount Table

From the Business Man's Pocket Book, by permission of the owners of the copyright.
The International Text Book Company, proprietors of the International
Correspondence Schools of Scranton, Pa.

Rate Per Cent.	Equi- valent	Net	Rate Per Cent.	Equi- valent	Net
2 1/2	.0250	.9750	25 and 10	.3250	.6750
2 1/2 and 2 1/2	.0494	.9506	25, 10 and 2 1/2	.3419	.6581
2 1/2 and 5	.0738	.9262	25, 10, and 5	.3588	.6412
2 1/2, 5, and 2 1/2	.0969	.9031	25, 10, and 7 1/2	.3756	.6244
2 1/2, 5, and 5	.1201	.8799	25, 10, and 10	.3923	.6075
2 1/2, 5, 5, and 2 1/2	.1421	.8579	27	.2750	.7250
2 1/2 and 10	.1225	.8775	27 and 2 1/2	.2931	.7069
2 1/2, 10 and 2 1/2	.1444	.8556	27, 2 1/2, and 2 1/2	.3108	.6892
2 1/2, 10, and 5	.1660	.8340	27 and 5	.3113	.6887
2 1/2, 10, 5, and 2 1/2	.1872	.8128	27, 5, and 2 1/2	.3285	.6715
2 1/2, 10, and 10	.2103	.7897	27, 5, and 5	.3457	.6543
5	.0500	.9500	27 and 7 1/2	.3294	.6706
5 and 2 1/2	.0738	.9262	27, 7 1/2, and 2 1/2	.3462	.6538
5 and 5	.0975	.9025	27, 7 1/2, and 5	.3629	.6371
5, 5, and 2 1/2	.1201	.8799	27, 7 1/2, and 7 1/2	.3797	.6203
5, 5, and 5	.1426	.8574	27 and 10	.3475	.6525
5, 5, 5, and 2 1/2	.1640	.8360	27, 10, and 2 1/2	.3638	.6362
10	.1000	.9000	27, 10, and 5	.3801	.6199
10 and 2 1/2	.1225	.8775	27, 10, and 7 1/2	.3964	.6036
10 and 5	.1450	.8550	27, 10, and 10	.4128	.5872
10, 5, and 2 1/2	.1664	.8336	30	.3000	.7000
10, 5, and 5	.1878	.8122	30 and 2 1/2	.3175	.6825
10, 5, 5, and 2 1/2	.2081	.7919	30, 2 1/2, and 2 1/2	.3346	.6654
10 and 10	.1900	.8100	30 and 5	.3350	.6650
10, 10, and 2 1/2	.2103	.7897	30, 5, and 2 1/2	.3516	.6484
10, 10, and 5	.2305	.7695	30, 5, and 5	.3683	.6317
10, 10, 5, and 2 1/2	.2497	.7503	30 and 7 1/2	.3525	.6475
10, 10, and 10	.2710	.7290	30, 7 1/2, and 2 1/2	.3687	.6313
15	.1500	.8500	30, 7 1/2, and 5	.3849	.6151
15 and 2 1/2	.1713	.8287	30, 7 1/2, and 7 1/2	.4011	.5989
15 and 5	.1925	.8075	30 and 10	.3700	.6300
15, 5, and 2 1/2	.2127	.7873	30, 10, and 2 1/2	.3858	.6142
15, 5, and 5	.2329	.7671	30, 10, and 5	.4015	.5985
15, 5, 5, and 2 1/2	.2521	.7479	30, 10, and 7 1/2	.4173	.5827
15 and 10	.2350	.7650	30, 10, and 10	.4330	.5670
15, 10, and 2 1/2	.2541	.7459	32	.3250	.6750
15, 10, and 5	.2733	.7267	32 and 2 1/2	.3419	.6581
15, 10, 5, and 2 1/2	.2915	.7085	32, 2 1/2, and 2 1/2	.3584	.6416
15, 10, and 10	.3113	.6887	32 and 5	.3588	.6412
20	.2000	.8000	32, 5, and 2 1/2	.3748	.6252
20 and 2 1/2	.2200	.7800	32, 5, and 5	.3909	.6091
20 and 5	.2400	.7600	32 and 7 1/2	.3756	.6244
20, 5, and 2 1/2	.2590	.7410	32, 7 1/2, and 2 1/2	.3912	.6088
20, 5, and 5	.2780	.7220	32, 7 1/2, and 5	.4068	.5932
20, 5, 5, and 2 1/2	.2962	.7038	32, 7 1/2, and 7 1/2	.4224	.5776
20 and 10	.2800	.7200	32 and 10	.3923	.6075
20, 10, and 2 1/2	.2980	.7020	32, 10, and 2 1/2	.4077	.5923
20, 10, and 5	.3160	.6840	32, 10, and 5	.4229	.5771
20, 10, 5, and 2 1/2	.3331	.6669	32, 10, and 7 1/2	.4381	.5619
20, 10, and 10	.3520	.6480	32, 10, and 10	.4533	.5467
25	.2500	.7500	35	.3500	.6500
25 and 2 1/2	.2688	.7312	35 and 2 1/2	.3663	.6337
25, 2 1/2, and 2 1/2	.2871	.7129	35, 2 1/2, and 2 1/2	.3821	.6179
25 and 5	.2875	.7125	35 and 5	.3825	.6175
25, 5, and 2 1/2	.3053	.6947	35, 5, and 2 1/2	.3979	.6021
25, 5, and 5	.3231	.6769	35, 5, and 5	.4134	.5866
25 and 7 1/2	.3063	.6937	35 and 7 1/2	.3988	.6012
25, 7 1/2, and 2 1/2	.3236	.6764	35, 7 1/2, and 2 1/2	.4138	.5862
25, 7 1/2, and 5	.3410	.6590	35, 7 1/2, and 5	.4288	.5712
25, 7 1/2, and 7 1/2	.3583	.6417	35, 7 1/2, and 7 1/2	.4439	.5561

Trade Discount Table—(Continued)

Rate Per Cent.	Equi- valent	Net	Rate Per Cent.	Equi- valent	Net
35 and 10.....	.4150	.5850	42½, 10, and 7½.....	.5213	.4787
35, 10, and 2½.....	.4296	.5704	42½, 10 and 10.....	.5343	.4657
35, 10, and 5.....	.4443	.5557	43.....	.4500	.5500
35, 10, and 7½.....	.4589	.5411	43 and 2½.....	.4638	.5362
35, 10, and 10.....	.4735	.5265	43, 2½, and 2½.....	.4772	.5228
37.....	.3750	.6250	43 and 5.....	.4775	.5225
37 and 2½.....	.3906	.6094	43, 5, and 2½.....	.4906	.5094
37, 2½, and 2½.....	.4058	.5942	43, 5, and 5.....	.5036	.4964
37 and 5.....	.4063	.5937	43 and 7½.....	.4913	.5087
37, 5, and 2½.....	.4211	.5789	43, 7½, and 2½.....	.5040	.4960
37, 5, and 5.....	.4360	.5640	43, 7½, and 5.....	.5167	.4833
37 and 7½.....	.4219	.5781	43, 7½, and 7½.....	.5295	.4705
37, 7½, and 2½.....	.4364	.5636	43 and 10.....	.5050	.4950
37, 7½, and 5.....	.4508	.5492	43, 10, and 2½.....	.5174	.4826
37, 7½, and 7½.....	.4654	.5346	43, 10, and 5.....	.5298	.4702
37 and 10.....	.4375	.5625	43, 10, and 7½.....	.5421	.4579
37, 10, and 2½.....	.4516	.5484	43, 10, and 10.....	.5545	.4455
37, 10, and 5.....	.4656	.5344	47.....	.4750	.5250
37, 10, and 7½.....	.4797	.5203	47 and 2½.....	.4881	.5119
37½, 10, and 10.....	.4938	.5062	47, 2½, and 2½.....	.5009	.4991
40.....	.4000	.6000	47 and 5.....	.5013	.4987
40 and 2½.....	.4150	.5850	47, 5, and 2½.....	.5138	.4862
40, 2½, and 2½.....	.4296	.5704	47, 5 and 5.....	.5262	.4738
40 and 5.....	.4100	.5900	47 and 7½.....	.5144	.4856
40, 5, and 2½.....	.4443	.5557	47, 7½, and 2½.....	.5265	.4735
40, 5, and 5.....	.4585	.5415	47, 7½, and 5.....	.5387	.4613
40 and 7½.....	.4450	.5550	47, 7½, and 7½.....	.5509	.4491
40, 7½, and 2½.....	.4589	.5411	47 and 10.....	.5275	.4725
40, 7½, and 5.....	.4728	.5272	47, 10, and 2½.....	.5393	.4607
40, 7½, and 7½.....	.4866	.5134	47, 10, and 5.....	.5511	.4489
40 and 10.....	.4600	.5400	47, 10, and 7½.....	.5629	.4371
40, 10, and 2½.....	.4735	.5265	47, 10, and 10.....	.5748	.4252
40, 10, and 5.....	.4870	.5130	50.....	.5000	.5000
40, 10, and 7½.....	.5005	.4995	50 and 2½.....	.5125	.4875
40, 10, and 10.....	.5140	.4860	50, 2½, and 2½.....	.5247	.4753
42.....	.4250	.5750	50 and 5.....	.5250	.4750
42 and 2½.....	.4394	.5606	50, 5, and 2½.....	.5369	.4631
42, 2½, and 2½.....	.4534	.5466	50, 5, and 5.....	.5488	.4512
42 and 5.....	.4538	.5462	50 and 7½.....	.5375	.4625
42, 5, and 2½.....	.4675	.5325	50, 7½, and 2½.....	.5491	.4509
42, 5, and 5.....	.4811	.5189	50, 7½, and 5.....	.5606	.4394
42 and 7½.....	.4681	.5319	50, 7½, and 7½.....	.5722	.4278
42, 7½, and 2½.....	.4814	.5186	50 and 10.....	.5500	.4500
42, 7½, and 5.....	.4947	.5053	50, 10, and 2½.....	.5613	.4387
42, 7½, and 7½.....	.5080	.4920	50, 10, and 5.....	.5725	.4275
42 and 10.....	.4825	.5175	50, 10, and 7½.....	.5838	.4162
42, 10, and 2½.....	.4954	.5046	50, 10, and 10.....	.5950	.4050
42½, 10, and 5.....	.5084	.4916			

THE SEVEN WONDERS OF THE WORLD.

ANCIENT

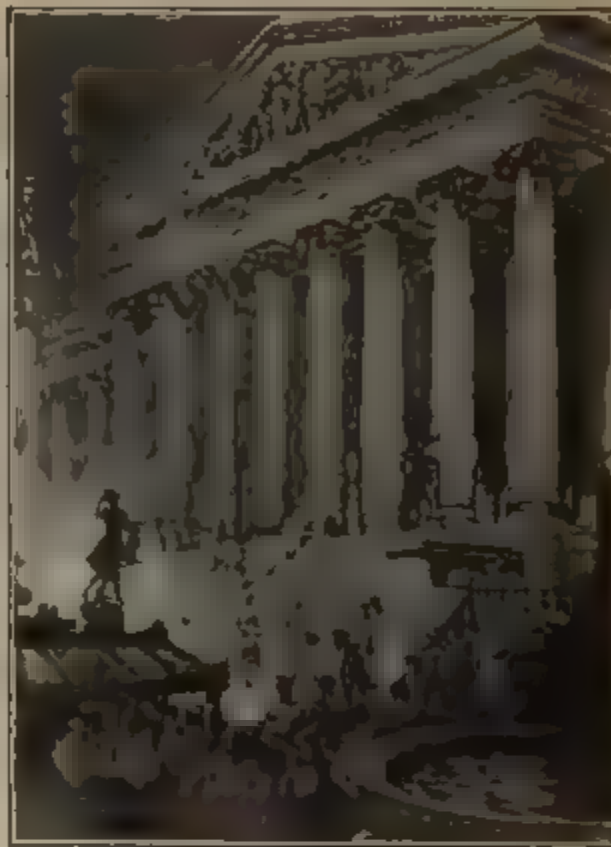
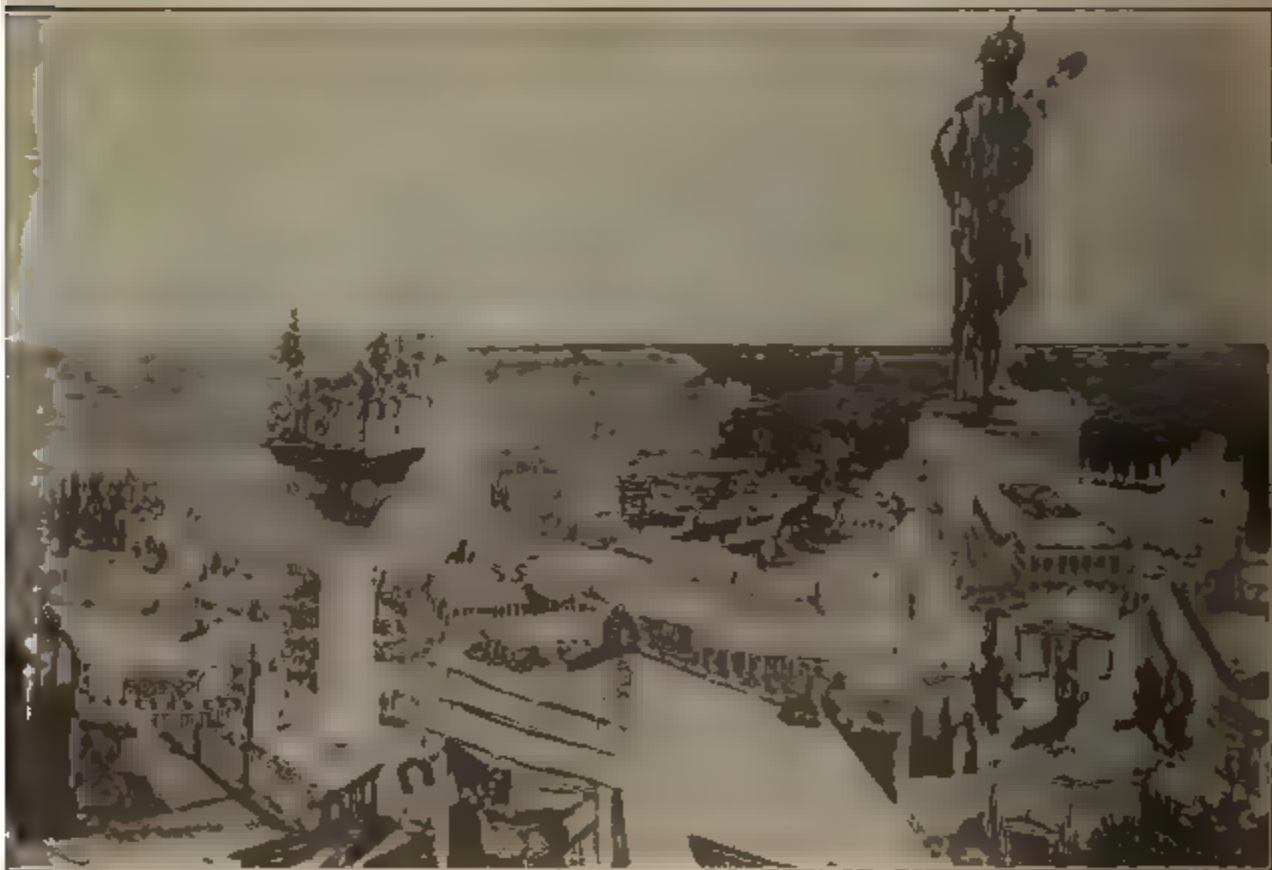
The Seven Wonders of the World, so-called, or rather the Seven Wonders of the Ancient World, were as follows: The Pharos of Alexandria; The Colossus of Rhodes; The Great Temple of Diana at Ephesus; The Hanging Gardens of Babylon; The Pyramids; The Tomb of Mausolus; and the Great Statue of Jupiter at Olympia. All of the Seven Wonders were situated on the shores of the eastern part of the Mediterranean. If the Greek writers had been better acquainted with the north of Europe or the south of Asia, they would probably have made a different selection.

MODERN

The Seven Wonders of the Modern World, according to the poll of a thousand scientists in America and Europe, are, in the order of importance, with the votes cast; Wireless telegraphy, 244 votes; telephone, 185; aeroplane, 167; radium, 165; spectrum analysis, 126; X-ray, 111. The Panama Canal was given 100 votes; anesthesia, 94, and synthetic chemistry, 81. Only one ballot, bearing the name of one of the most distinguished authorities on chemistry of Munich, Germany, was checked for the seven titles, while six ballots showed the selection of six of the final seven.

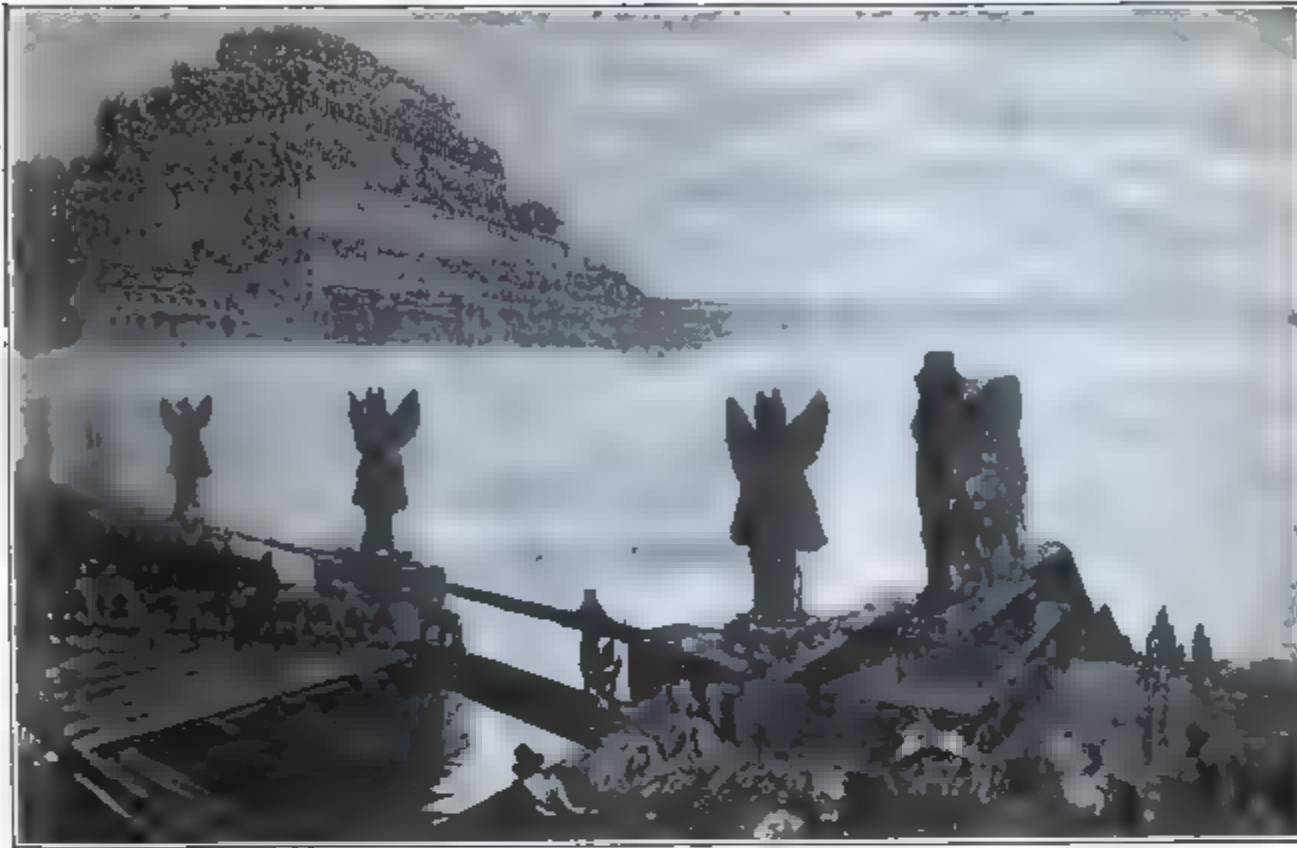


THE PHAROS OF ALEXANDRIA.

THE GREAT TEMPLE OF DIANA
AT EPHEBUS.

Courtesy of "The Sphere."

THE COLOSSUS OF RHODES.



THE HANGING GARDENS OF BABYLON.



Courtesy of "The Sphere."

THE STATUE OF JUPITER AT OLYMPIA



THE TOMB OF MAUSOLUS.



Courtesy of "The Sphere."

THE PYRAMIDS OF EGYPT.

DEPARTMENT OF AGRICULTURE.

The Secretary of Agriculture exercises personal supervision of public business relating to the agricultural industry. He appoints all the officers and employees of the department with the exception of the Assistant Secretary and the Chief of the Weather Bureau, who are appointed by the President, and directs the management of all the bureaus, divisions, and offices embraced in the department. He exercises advisory supervision over agricultural experiment stations which receive aid from the National Treasury.

BUREAU OF ANIMAL INDUSTRY

The Bureau of Animal Industry conducts the inspection of animals, meats, and meat-food products under the act of Congress of June 30, 1906, and has charge of the inspection of import and export animals. It makes special investigations in regard to dairy subjects.

FOREST SERVICE.

The Bureau of Forestry gives practical advice in the conservative handling of forest lands; investigates methods of forest planting, and gives practical advice to tree planters; investigates the control and prevention of forest fires, and other forest problems.

BUREAU OF CHEMISTRY.

The Bureau of Chemistry makes such investigations and analyses as pertain in general to the interests of agriculture, dealing with fertilizers and agricultural products. It inspects the conditions of manufacture, transportation, and sale of food and drug products for the purpose of determining whether such products are adulterated or misbranded within the meaning of the Pure Food and Drugs Act of June 30, 1906. Also inspects imported and exported food products.

BUREAU OF SOILS.

The Bureau of Soils has for its object the investigation of soils in their relation to crops, the mapping of soils, and the investigation, mapping, and reclamation of alkali lands.

BUREAU OF PLANT INDUSTRY.

The Bureau of Plant Industry studies plant life in all its relations to agriculture. It includes vegetable, pathological and physiological, botanical, pomological and grass and forage plant investigations.

BUREAU OF ENTOMOLOGY.

The Bureau of Entomology obtains and disseminates information regarding injurious insects affecting field crops, fruits, small fruits, and truck crops, forests and forest products, and stored products.

BUREAU OF BIOLOGICAL SURVEY.

The Bureau of Biological Survey investigates the economic relation of birds and mammals and recommends measures for the preservation of beneficial and the destruction of injurious species. It also studies the geographical distribution of animals and plants and maps the natural life zones of the country.

OFFICE OF EXPERIMENT STATIONS.

The Office of Experiment Stations represents the department in its relations with the agricultural colleges and experiment stations, which are now in operation in all the States, and directly manages the experiment stations in Alaska, Hawaii, Porto Rico, and Guam. It seeks to promote the interest of agriculture education and investigation throughout the United States.

CHAPTER VI.

MERCHANT MARINE.

NUMBER AND NET AND GROSS TONNAGE OF STEAM AND SAILING VESSELS OF OVER 100 TONS, OF THE SEVERAL COUNTRIES OF THE WORLD, AS RECORDED IN LLOYD'S REGISTER FOR 1913-14.

Flag.	Steam.			Sail.		Total.	
	Number.	Net tons.	Gross tons.	Number.	Net tons.	Number.	Tonnage.
British	8,514	11,109,560	18,273,944	700	422,293	9,214	18,696,237
United King'm Colonies	1,495	915,950	1,575,223	578	160,083	2,073	1,735,306
Total	10,009	12,025,510	19,849,167	1,278	582,376	11,287	20,431,543
American (United States):							
Sea	1,209	1,280,958	1,971,903	1,487	1,026,554	2,696	2,998,457
Northern Lakes	593	1,724,566	2,285,836	34	96,854	627	2,382,690
Philippine Islands	69	27,080	44,555	8	1,934	77	46,489
Total	1,871	3,032,604	4,302,294	1,529	1,125,342	3,400	5,427,636
Argentinian	236	107,172	180,576	72	34,259	308	214,835
Austro-Hungarian	419	629,444	1,010,347	8	1,067	427	1,011,414
Belgian	164	186,581	296,196	8	8,190	172	304,386
Brazilian	402	188,645	313,416	57	16,221	459	329,637
Chilian	95	68,834	108,491	36	31,301	131	139,792
Chinese	66	55,375	86,690	.....	.....	66	86,690
Cuban	55	37,902	60,895	4	641	59	61,536
Danish	552	415,880	711,094	259	50,960	811	762,054
Dutch	662	794,840	1,286,742	97	23,107	759	1,309,849
French	987	1,029,113	1,793,310	565	407,854	1,552	2,201,164
German	2,019	2,877,887	4,743,046	302	339,015	2,321	5,082,061
Greek	365	443,771	705,897	77	16,885	442	722,782
Haitian	5	2,017	3,387	.....	.....	5	3,387
Italian	591	773,848	1,274,127	523	247,815	1,114	1,521,942
Japanese	1,037	956,702	1,500,014	.....	.....	1,037	1,500,014
Mexican	43	22,838	37,920	9	2,129	52	40,049
Norwegian	1,597	1,122,577	1,870,793	594	587,097	2,191	2,457,890
Peruvian	20	13,352	25,814	40	19,700	60	45,514
Portuguese	105	55,903	92,636	103	27,943	208	120,579
Roumanian	32	25,011	45,123	1	285	33	45,408
Russian	716	463,022	790,075	500	184,103	1,216	974,178
Siamese	12	7,955	12,936	.....	.....	12	12,936
Spanish	547	506,073	826,261	60	14,734	607	840,995
Swedish	1,043	551,964	943,926	393	103,344	1,436	1,047,270
Turkish	135	65,402	111,848	137	45,450	272	157,298
Uruguayan	50	38,360	62,215	15	13,316	65	75,531
Venezuelan	8	2,420	4,232	5	679	13	4,911
Other countries:							
Bulgaria, Colombia, Costa Rica, Ecuador, Egypt, Honduras, Liberia, Montenegro, Nicaragua, Oman, Panama, Persia, Salvador, Samos Sarawak, Tunis, Zanzibar, etc.	54	16,027	29,709	22	7,123	76	36,832
Total	23,897	26,517,029	43,079,177	6,694	3,890,936	30,591	46,970,113

For valuable information relative to ocean travel the reader is referred to "Scientific American Handbook of Travel," published by Munn & Co., Inc., and compiled and edited by Albert A. Hopkins. It is the standard book on the subject, and the tables, etc., in this Chapter bring it up to date.

MERCHANT MARINE OF THE UNITED STATES.

On June 30, 1912, the merchant marine of the United States, including all kinds of documented shipping, comprised 26,528 vessels of 7,714,183 gross tons. Of this number 16,874, having a gross tonnage 3,625,525, were operating on the Atlantic and Gulf coasts; 4,254 vessels, with a tonnage of 963,319, were operating on the Pacific Coast. The power and material of the total number of documented vessels were as follows: Sailing vessels—Wood, 7,442, gross tonnage 1,279,633; metal, 140, gross tons 259,214; total, 7,562, with a gross tonnage of 1,538,847.

Of steam vessels, 12,192, having a tonnage of 1,111,905, were made of wood, and 2,073, with a tonnage of 4,067,593, were built of metal, making a total of 14,265 vessels, with a gross tonnage of 5,197,858. There are also 665 wooden canal boats having a tonnage of 72,567, and 3,842 wooden and 174 metal barges, having a tonnage of 922,911 tons. During the year 1,505 vessels, having a gross tonnage of 232,669 were constructed. Of this number 104 metal vessels had a tonnage of 135,881.

OCEAN STEAMERS, 16 KNOTS AND OVER. Number belonging to each Country.

Country.	20 knots & above.	19 knots.	18½ kts.	18 knots.	17½ kts.	17 knots.	16 knots.	Total.
Argentine .....	...	...	...	...	...	...	1	1
Austria .....	...	1	...	2	...	2	4	9
Belgium .....	...	...	...	...	...	1	1	2
Denmark .....	...	...	...	...	...	...	5	5
France	6	1	3	2	7	2	10	21
Germany	5	1	...	2	2	2	3	15
Great Britain	10	9	11	24	12	17	49	132*
Greece .....	...	...	...	...	...	1	...	1
Holland .....	...	...	...	...	...	1	1	2
Italy .....	...	...	1	...	...	1	10	12
Japan	3	2	...	...	...	2	2	9
Peru .....	...	...	...	1	...	...	1	2
Russia	1	1	...	...	...	1	2	5
Spain .....	...	1	...	...	...	...	2	3
Sweden .....	...	...	...	...	...	...	2	2
United States	6	7	...	11	2	11	18	55
	31	23	15	42	23	41	111	286

* P. & O., 28; British India, 14; White Star, 13; Union Castle, 13; Can. Pacific R., 11; Cunard, 9; Orient, 9; Union of N.Z., 6; Allan, 4; Atlantic Transport, 4; Anchor, 3; Huddart Parker, 3; Canadian Northern S.S. Co., Grand Trunk Pacific Coast S.S. Co., Howard Smith & Co., 2 each; Adelaide S.S. Co., Anglo-Algerian S.S. Co., Bermuda Atlantic S.S. Co., International Nav. Co., Ltd., Khedivial Mail S.S. Co., Quebec S.S. Co., Royal Mail, and Wilson Line, 1 each.

N.B.—There were on June 30, 1912, about 2,785 steamers in the world capable of a sea-speed of at least 12 knots per hour, of which about 1,573 were British. Of the total number about two-thirds are ocean-going steamers.

LARGEST STEAMERS FITTED FOR LIQUID FUEL.

Built in	Name.	Gross Tons.	Speed.	Owners.
1908	Tenyo Maru	13,454	20	Toyo Kisen Kabushiki Kaisha.
1908	Chiyo Maru	13,431	20	" " "
1910	*Kiyo Maru	9,287	14	" " "
1903	*Narragansett	9,196	†	Anglo-American Oil Co., Ltd.
1903	Arizonan	8,672	12	American-Hawaiian S.S. Co.
1901	Alaskan	8,672	12	" " "
1902	Texan	8,615	13	" " "
1907	Columbian	8,580	13	" " "
1907	Mexican	8,580	13	" " "
1903	Missourian	7,914	13	" " "
1903	Virginian	7,914	13	" " "
1903	*Goldmouth	7,446	†	Anglo-Saxon Petroleum Co., Ltd.
1912	Helouan	7,367	18	Lloyd Austriaco.
1911	Wien	7,367	18	" " "
1902	*Pectan	7,291	†	Pectan S.S. Co., Ltd. (Thomas Woodsend).
1903	Spondilus	7,291	†	Anglo-Saxon Petroleum Co., Ltd.
1910	Honolulan	7,059	14	American-Hawaiian S.S. Co.
1903	*Ashtabula	7,025	†	Anglo-American Oil Co., Ltd.

* Fitted for the carriage of petroleum in bulk.

† Under 12 knots.

LONGEST RIVERS OF THE WORLD.

River	Length	River	Length	River	Length	River	Length
North America		South America		Niger	2,600	Mekong	2,600
Mississippi-		Amazon	3,300	Asia		Yenisei	2,500
Missouri	4,194	La Plata	2,950	Obe	3,235	Hwangho	2,300
Yukon	2,050	Africa		Yangtsekiang	3,000	Indus	2,000
Colorado	2,000	Nile	3,670	Lena	2,860	Europe	
		Kongo	2,806	Amur	2,700	Volga	2,325

MERCANTILE FLEETS—BRITISH AND FOREIGN.

Line.	Head Office.	Total Tonnage	Over 20 knots	From										Under 20 knots	Total
				20	21	22	23	24	25	26	27	28	29		
Hamburg-American	Hamburg	943,000	...	1	1	3	5	6	5	15	48	108	193	108	193
Norddeutscher Lloyd	Bremen	773,000	4	1	3	5	12	9	9	36	50	50	129	50	129
P. & O. Steam N. Co.	London	543,000	8	1	1	16	8	6	3	22	7	1	5	5	86
British India Steam N. Co.	London	490,000	...	...	...	5	11	5	13	7	85	50	114	50	114
White Star	Liverpool	479,000	8	0	1	5	3	1	13	1	6	34	34	6	34
Pittsburgh & S. Co.	Cleveland	464,000	...	...	...	...	...	...	...	...	...	...	107	...	107
"Blue Funnel" Line	Liverpool	451,000	...	...	...	...	...	...	25	22	121	9	68	9	68
Furness, Withy & Co., Ltd.	West Hartlepool	420,000	...	...	...	...	...	...	3	4	112	112	119	112	119
Ellerman Lines, Ltd.	Liverpool	406,000	...	...	...	...	...	...	6	6	33	46	95	46	95
Hansa	Bremen	368,000	...	...	...	...	...	...	...	...	...	...	71	...	71
Nippon Yusen Kaisha	Tokio	330,000	...	...	...	...	...	...	9	10	17	4	37	4	37
Compagnie Générale Trans.	Paris	321,000	4	1	1	3	6	5	6	1	9	35	77	35	77
Union-Castle Line	London	309,000	...	...	...	11	8	...	8	6	13	10	44	10	44
Leyland	Liverpool	301,000	...	...	...	...	...	...	6	8	17	18	49	18	49
Messageries Maritimes	Paris	300,000	...	...	...	...	...	14	1	20	22	8	63	8	63
Harrison	Liverpool	285,000	...	...	...	...	...	...	...	35	19	1	55	1	55
Cunard	Liverpool	259,000	2	...	...	...	...	4	1	1	3	9	23	9	23
Elder, Dempster & Co., Ltd.	Liverpool	252,000	...	...	...	...	...	...	1	4	13	13	29	13	29
Hamburg South American	Hamburg	251,000	...	...	...	...	...	...	...	1	1	5	46	5	46
Clan	Glasgow	238,000	...	...	...	...	...	...	7	...	26	27	60	27	60
Royal Mail S. P. Co.	London	238,000	...	...	...	...	...	1	15	...	5	4	30	4	30
Nederland Line	Amsterdam	225,000	...	...	...	...	...	...	...	11	17	8	36	8	36
Austrian Lloyd	Trieste	221,000	...	...	...	2	2	3	3	8	21	13	65	13	65
Deutsche Australische	Hamburg	220,000	...	...	...	...	...	...	...	...	...	...	46	...	46
Canadian Pacific Railway	Montreal	219,000	...	...	...	4	...	...	...	18	...	43	71	43	71
Allan	Glasgow	200,000	...	...	...	2	2	...	2	3	4	1	26	1	26
Wilson	Hull	199,000	...	...	...	...	...	...	...	3	4	5	61	5	61
Union S. S. Co. of N. Zealand	Dunedin	197,000	...	...	...	2	...	2	6	7	7	11	33	11	33
Kosmos	Hamburg	190,000	...	...	...	...	...	...	...	...	9	21	39	21	39
Pacific Steam N. Co.	Liverpool	183,000	...	...	...	...	...	...	1	4	7	5	41	5	41
Società Anonima Nazionale di Servizi Marittimi	Rome	181,000	...	...	...	...	...	...	5	2	20	19	75	19	75
Lamport & Holt	Liverpool	177,000	...	...	...	...	...	...	3	4	14	12	35	12	35
MacLay & McIntyre	Glasgow	177,000	...	...	...	...	...	...	...	...	...	...	53	...	53
Forenede Dampskibs Selskab	Copenhagen	172,000	...	...	...	...	...	...	5	3	...	5	139	5	139
R. Koller & Co.	West Hartlepool	170,000	...	...	...	...	...	...	...	...	...	...	52	...	52
Osaka S. K., Ltd.	Osaka	163,000	...	...	...	...	...	...	...	...	...	...	110	...	110
Prince	Newcastle-on-Tyne	156,000	...	...	...	...	...	...	...	...	...	...	41	...	41
Bucknall S. S. Lines, Ltd.	London	152,000	...	...	...	...	...	...	...	...	...	...	32	...	32
Andrew Weir & Co.	Glasgow	146,000	...	...	...	...	...	...	...	...	...	...	41	...	41
John Henry Usser	London	144,000	...	...	...	...	...	...	...	...	...	...	36	...	36
Gilchrist Transportation Co.	Cleveland, Ohio	144,000	...	...	...	...	...	...	...	...	...	...	33	...	33
Wm. Ruys & Sons	Rotterdam	144,000	...	...	...	...	...	...	...	8	4	6	16	6	16
New Zealand Shipping Co.	London	143,000	...	...	...	...	...	...	...	4	11	3	18	3	18
Unione Austriaca di Nav.	Trieste	142,000	...	...	...	...	...	...	...	...	...	...	31	...	31
Burrell & Son	Glasgow	140,000	...	...	...	...	...	...	...	...	...	...	32	...	32
Koninklijke Paketvaart M.	Amsterdam	139,000	...	...	...	...	...	...	...	...	...	...	85	...	85
Red Star Line	Antwerp	135,000	...	...	...	...	...	...	...	...	...	...	31	...	31
Chargeurs Réunis	Paris	132,000	...	...	...	...	...	...	...	...	...	...	25	...	25
Deutsche Levante Linie	Hamburg	130,000	...	...	...	...	...	...	...	...	...	...	50	...	50
Edward Hall & Son	St. Ives	129,000	...	...	...	...	...	...	...	...	...	...	36	...	36
Holland American	Rotterdam	126,000	...	...	...	...	...	...	...	...	...	...	13	...	13
W. Wilhelmsen	London	125,000	...	...	...	...	...	...	...	...	...	...	33	...	33
American Hawaiian S. S. Co.	New York	124,000	...	...	...	...	...	...	...	...	...	...	18	...	18
Anchor	Glasgow	123,000	...	...	...	...	...	...	...	...	...	...	20	...	20
China Nav. Co., Ltd.	London	122,000	...	...	...	...	...	...	...	...	...	...	61	...	61
Moor Line	Newcastle-on-Tyne	122,000	...	...	...	...	...	...	...	...	...	...	34	...	34
Russian Steam Nav. Co.	Moscow	120,000	...	...	...	...	...	...	...	...	...	...	70	...	70
Booth	Liverpool	114,000	...	...	...	...	...	...	...	...	...	...	30	...	30
Anglo-Saxon Petroleum Co.	London	114,000	...	...	...	...	...	...	...	...	...	...	28	...	28
Hugh & W. Nelson, Ltd.	Liverpool	113,000	...	...	...	...	...	...	...	...	...	...	17	...	17
Woermann Linie	Hamburg	112,000	...	...	...	...	...	...	...	...	...	...	37	...	37
Deutsche Amerikanische Petroleum Co.	Hamburg	109,000	...	...	...	...	...	...	...	...	...	...	26	...	26
Deutsche Ost Afrika	Hamburg	109,000	...	...	...	...	...	...	...	...	...	...	26	...	26
S. A. Tomlinson	Durham	106,000	...	...	...	...	...	...	...	...	...	...	19	...	19
Thomas, Evan) Radcliffe & Co.	Gandiff	105,000	...	...	...	...	...	...	...	...	...	...	27	...	27

—Houlder Bros., Great Lakes Steamship Co., Russian Nav. Co., Fleet Soc. Gen. de Transport Maritimes & Vapeurs, each 200,000 tons. Lloyd Brothers, 100,000 tons, C. T. Is. Wright & Co., Nav. Gen. Italiana, and Pacific Mail S. S. Co., each 200,000 tons.

LONDON, May 8. The Pall Mall Gazette publishes as a startling fact a report by the Medical Officer for the Port of London that no vessel flying the Stars and Stripes arrived in the Thames in the whole of last year.

FIRST STEAMBOATS, PIONEER SAILINGS AND EARLIEST LINES.

1707. Denis Papin experimented on River Fulda with paddle-wheel steamboat.
1736. Jonathan Hulls patented designs similar to modern paddle boat.
1769. James Watt invented a double-acting side-lever engine.
1783. Marquess of Jouffrey made experiments in France.
1785. James Ramsey, in America, propelled a boat with steam through a stern-pipe.
1785. Robert Fitch, in America, propelled a boat with canoe-paddles fixed to a moving beam.
1787. Robert Miller, of Edinburgh, tried primitive manual machinery.
1788. Miller, with Symington, produced a double-hull stern-wheel steamboat.
1802. *Charlotte Dundas*, the first practical steam tugboat, designed by Symington.
1804. *Phoenix*, screw-boat designed by Stephens in New York; first steamer to make a sea voyage.
1807. *Clermont*, first passenger steamer continuously employed; built by Fulton in U.S.A.
1812. *Comet*, first passenger steamer continuously employed in Europe; built by Miller in Scotland.
1818. *Rob Roy*, first sea-trading steamer in the world; built at Glasgow.
1819. *Savannah*, first auxiliary steamer, paddle wheels, to cross the Atlantic; built in New York.
1821. *Aaron Manby*, first steamer (English canal boat) built of iron.
1823. City of Dublin Steam Packet Co. was established.
1824. General Steam Navigation Co. was established at London.
1824. George Thompson & Co. (Aberdeen Line) were established.
1825. *Enterprise* made the first steam passage to India.
1825. *William Fawcett*, pioneer steamer of the P. & O. S. N. Co.
1830. T. & J. Harrison (Harrison Line) were established at Liverpool.
1832. *Elburkah*, iron steamer, took a private exploring party up the Niger.
1834. Lloyd's Register for British and Foreign Shipping established.
1835. F. Green & Co. established at London.
1836. Austrian Lloyd Steam Navigation Co. established at Trieste.
1837. *Francis B. Ogden*, first successful screw tugboat; fitted with Ericsson's propeller.
1838. *Archimedes*, made the Dover-Calais passage under two hours, fitted with Smith's propeller.
1838. *R. F. Stockton*, built for a tugboat, fitted with Ericsson's propeller, sailed to America; first iron vessel to cross the Atlantic; first screw steamer used in America.
1839. *Thames*, pioneer steamer of the Royal Mail Steam Packet Co.
1839. George Smith & Sons (City Line) were established at Glasgow.
1840. *Britannia*, pioneer steamer of the Cunard Line.
1840. *Chile*, pioneer steamer of the Pacific Steam Navigation Co.
1845. *Great Britain*, first iron screw steamer, precursor of modern Atlantic steamer.
1845. Thos. Wilson, Sons & Co., Ltd. (Wilson Line) established at Hull.
1847. Pacific Mail Steamship Co. established in America.
1849. Houlder Brothers & Co. established at London.
1850. Bullard, King & Co. (Natal Line) established at London.
1850. Messageries Maritimes de France established.
1850. Inman (now American) Line, established at Liverpool.
1851. *Tiber*, first steamer of the Bibby Line, established 1851 at Liverpool.
1852. *Forerunner*, pioneer steamer of the African Steamship Co.
1853. Union Steamship Co. was established (now Union-Castle Line).
1853. *Borussia*, first steamer of the Hamburg-American Packet Co., established 1847.
1854. *Canadian*, first steamer of the Allan Line, established 1850.
1854. Donaldson Bros. established at Glasgow.
1855. British India Steam Navigation Co. was established.
1856. *Tempest*, first steamer Anchor Line.
1857. *Waldensian*, first steamer of J. T. Rennie, Son & Co. (Aberdeen Line).
1858. *Bremen*, first Atlantic steamer of the Norddeutscher Lloyd, established 1856.
1858. *Great Eastern* launched into the Thames, Jan. 31; commenced, May 2, 1854.
1858. British and African Steam Navigation Co., Ltd., established at Liverpool.
1861. E. Ropner & Co. established at West Hartlepool.
1862. Shaw, Savill & Co. established at London.
1862. Compagnie Générale Transatlantique established at Havre.
1866. Det Forenede Dampskibs Selskab (United Steamship Co.) was established at Copenhagen.
1866. Booth Line established at Liverpool.
1866. *Agamemnon*, first steamer of Alfred Holt (now the Blue Funnel Line).
1870. Nederland Line established at Amsterdam.
1870. Dominion Line established at Liverpool.
1870. Leyland Line formed at Liverpool.
1871. Hamburg-South American Steamship Co. established at Hamburg.
1872. Glen Line established at London.
1872. Red Star Line established at Antwerp.
1872. Chargeurs Réunis established at Paris.
1872. Holland-Amerika Line established at Rotterdam.
1873. New Zealand Shipping Co. was formed at Christchurch, New Zealand.
1873. Kosmos Co. established at Hamburg.
1877. Orient Line established at London.
1878. Clan Line established at Glasgow.
1878. Hain Steam Ship Co., Ltd., established.
1881. Cia. Trasatlantica formed at Barcelona.
1881. Moor Line began at Newcastle-on-Tyne.
1881. Prince Line began at Newcastle-on-Tyne.
1883. Houston Line was formed at Liverpool.
1883. Rotterdam Lloyd formed at Amsterdam.
1885. Federal Steam N. Co., Ltd., established at London.
1885. Nippon Yusen Kaisha established at Japan.
1886. Atlantic Transport Co., Ltd., formed in London.
1888. Anglo-American Oil Co., Ltd. formed in London.
1888. German Australian S.S. Co. established.

LOWEST OCEAN RATES.

To and from New York, English and Continental Ports.
(Subject to change without notice.)

Lines.	1st Class to or from Europe.	2d Class to or from England.	2d Class to or from Continent.
American Line			
SSs. New York, St. Paul, St. Louis and Philadelphia.....	\$95.00	\$52.50	\$60.00
PHILADELPHIA-LIVERPOOL STEAMERS			
SSs. Haverford and Merion.....	50.00	.....	.....
SSs. Dominion.....	47.50	.....	.....
Atlantic Transport Line			
SSs. Minneapolis, Minnetonka, Minnehaha, Minnewaska.....	85.00	.....	.....
Anchor Line			
SSs. Columbia, Caledonia and Cameronia.....	75.00	50.00	.....
SS. California.....	70.00	50.00	.....
MEDITERRANEAN SERVICE			
SSs. Italia, Perugia and Calabria.....	.....	.....	60.00
Austro-Americana			
Kaiser Franz-Joseph I.	80.00	.....	65.00
SS. Martha Washington.....	75.00	.....	65.00
SSs. Laura, Alice, Argentina and Oceania.....	70.00	.....	50.00
Cunard Line			
SSs. Lusitania and Mauretania.....	127.50	65.00	70.00
SS. Campania.....	105.00	55.00	60.00
SSs. Carmania and Caronia.....	100.00	57.50	62.50
BOSTON-LIVERPOOL SERVICE			
SSs. Franconia, Laconia.....	92.50	52.50	57.50
Ivernia and Saxonia.....	85.00	50.00	55.00
MEDITERRANEAN SERVICE			
SSs. Franconia and Laconia.....	100.00	.....	65.00
SSs. Caronia and Carmania.....	105.00	.....	65.00
SSs. Ivernia and Saxonia.....	85.00	.....	65.00
SS. Carpathia.....	82.50	.....	65.00
SS. Pannonia.....	75.00	.....	55.00
French Line			
SS. France.....	122.50	.....	70.00
SS. La Provence.....	110.00	.....	65.00
SSs. La Savoie and La Lorraine.....	100.00	.....	62.50
SSs. La Touraine and Espagne.....	90.00	.....	60.00
SS. Rochambeau.....	.....	.....	57.50
SSs. Chicago and Niagara.....	.....	.....	55.00
SSs. Floride and Caroline.....	.....	.....	47.50
Fabre Line			
SS. Patria.....	75.00	.....	55.00
SS. Sant' Anna and Canada.....	75.00	.....	55.00
SSs. Madonna and Venezia.....	80.00	.....	.....
SSs. Roma and Germania.....	80.00	.....	55.00
Hamburg-American Line			
SS. Imperator.....	127.50	67.50	72.50
SSs. Amerika and Kaiserin Aug. Victoria.....	115.00	60.00	65.00
SSs. Cleveland, Cincinnati and Victoria Luise.....	97.50	57.50	60.00
SSs. Moltke and Bluecher.....	95.00	55.00	60.00
SSs. President Lincoln, President Grant and Hamburg.....	90.00	55.00	60.00
SSs. Graf Waldersee and Pennsylvania.....	.....	.....	57.50
MEDITERRANEAN SERVICE			
SS. Moltke.....	95.00	.....	65.00
SS. Hamburg.....	90.00	.....	65.00
SS. Batavia.....	.....	.....	65.00
Holland-America Line			
SS. Rotterdam.....	107.50	57.50*	62.50
SS. New Amsterdam.....	95.00	55.00*	57.50
SS. Noordam and other ships.....	85.00	.....	55.00
Italian Royal Mail Lines			
SSs. Verona and Ancona.....	80.00	.....	65.00
SSs. America, Europa and Stampolia.....	80.00	.....	65.00
PHILADELPHIA-MEDITERRANEAN SERVICE			
All steamers.....	80.00	.....	.....
BOSTON-MEDITERRANEAN SERVICE			
SSs. Palermo and Napoli.....	.....	.....	65.00
Lloyd Italiano			
SS. Taornima.....	80.00	.....	65.00
SS. Mendoza.....	65.00	.....	.....

*New York to Plymouth only.

LOWEST OCEAN RATES—Continued.

Lines.	1st Class to or from Europe.	2d Class to or from England.	2d Class to or from Continent.
Lloyd Sabaudo			
SSs. Tomaso di Savoia and Principe di Udine	75.00	.....	65.00
All other steamers.....	70.00	.....	65.00
North German Lloyd			
SSs. Kronprinzessin Cecile and Kaiser Wilhelm II.	125.00	65.00	70.00
SSs. Kronprinz Wilhelm, Kaiser Wilhelm der Grosse.....	122.50	65.00	70.00
SS. George Washington.....	115.00	60.00	65.00
SS. Prinz Friedrich Wilhelm.....	100.00	57.50	62.50
SS. Grosser Kurfuerst.....	95.00	55.00	60.00
SS. Barbarossa and other ships.....	90.00	55.00	60.00
MEDITERRANEAN SERVICE			
SS. Berlin.....	100.00	.....	65.00
All other steamers.....	90.00	.....	65.00
Red Star Line			
SS. Lapland.....	97.50	57.50	60.00
SSs. Finland, Kroonland and Vaderland.....	85.00	55.00	55.00
PHILADELPHIA-ANTWERP SERVICE			
All steamers.....	.....	.....	55.00
Russian-American Line.			
SSs. Russia, Kursk and Czar *.....	.....	.....	.....
Scandinavian-American Line			
All steamers.....	77.50	.....	.....
White Star Line			
SS. Olympic.....	130.00	65.00	70.00
SS. Adriatic.....	110.00	57.50	.....
SS. Oceanic.....	110.00	57.50	62.50
SSs. Majestic.....	95.00	52.50	60.00
SSs. Baltic, Cedric and Celtic.....	100.00	55.00	.....
BOSTON-LIVERPOOL SERVICE			
SS. Arabic.....	.....	53.75	.....
SS. Cymric.....	.....	52.50	.....
MEDITERRANEAN SERVICE			
SS. Canopic.....	85.00	.....	65.00
SS. Cretic.....	82.50	.....	65.00

* The minimum first class fare from New York to Rotterdam is \$65.00 and to Libau \$75.00. Second class fare from New York to Rotterdam is \$45.00 and to Libau \$50.00. The minimum first class fare from Libau to New York is \$75.00 and second class fare \$62.50.

The above are the lowest or minimum rates from port to port. Through rates to London or Paris should be made by adding to the above rates the following railroad rates of class and from desired port:

From Liverpool to London: 1st Class, \$7.00. In connection with 2d Class ocean tickets a 3d Class railroad ticket is furnished for \$2.50. Fishguard to London, 1st Class, \$8.25, and 3d Class, \$2.50, in connection with 2d Class ocean tickets.

From Liverpool to Paris: 1st class \$21.00; Fishguard to Paris \$22.25. In connection with 2d Class ocean tickets, transportation is provided from Liverpool and Fishguard on payment of \$7.50.

From Plymouth to London: 1st Class, \$7.50; 2d Class, \$4.75; 3d Class, \$3.75.

From Dover to London: 1st Class, \$4.75; 2d Class, \$3.15.

From Southampton to London: 1st Class, \$2.75; 2d Class, \$1.75; 3d Class, \$1.40.

From Cherbourg to Paris: 1st Class, \$8.75; 2d Class, \$6.25; 3d Class, \$3.60.

From Havre to Paris: 1st Class, \$5.60; 2d Class, \$4.00; 3d Class, \$2.50.

From Boulogne-sur-Mer to Paris: 1st Class, \$5.50; 2d Class, \$3.70.

From Marseilles to Paris, 1st Class, \$18.85; 2d Class \$12.80.

PACIFIC MAIL STEAMSHIP COMPANY.—PANAMA LINE.

Between San Francisco and Mazatlan, San Blas, Manzanillo, Acapulco, Salina Cruz, Ocos, Champerico, San Jose de Guatemala, Acajutla, La Libertad, La Union, Amapala, Corinto, San Jose del Sue, Punta Arenas, Balboa (Panama).

San Francisco and Panama, \$120. Round Trip, \$216. Steerage, \$60. San Francisco and New York, \$120. Steerage, \$65. San Francisco and New Orleans, \$120. First class only.

New express, passenger and freight service direct for Panama and New York, calling only at San Pedro (Los Angeles) en route. San Francisco to Panama, \$85. Round Trip, \$150. To New York, \$120. To New Orleans, \$120.

TRANSATLANTIC PASSENGER STEAMERS FROM NEW YORK.*

AMERICAN LINE.

Steamships.	Year	Gross Tonnage	Indic. H.-P.	Length
New York (Rebuilt 1903)	1888	10,798	16,000	576
St. Louis.....	1895	11,629	17,500	554
St. Paul.....	1895	11,629	17,000	554
Philadelphia.....	1899	10,786	16,800	576

ANCHOR LINE.

Columbia.....	1901	8,400	8,400	503
Caledonia.....	1904	9,400	10,200	515
California.....	1907	9,000	7,000	485
Cameronia.....	1910	10,500	12,000	532

ATLANTIC TRANSPORT LINE.

Minneapolis.....	1900	13,448	9,500	616
Minnehaha.....	1900	13,443	9,500	616
Minnetonka.....	1902	13,440	9,500	616
Minnewaska.....	1909	14,317	9,500	616

AUSTRO-AMERICAN LINE.

Laura.....	1907	6,122	4,500	415
Alice.....	1907	6,122	4,500	415
Argentina.....	1907	5,526	3,600	416
Oceania.....	1907	5,497	3,600	390
Martha Washington.....	1909	8,312	7,500	460
Kaiser Franz-Joseph I.....	1912	12,567	13,000	500
Belvedere.....	1913	11,000	.....	418

COMPAÑIA TRANSATLANTICA.

Cadiz and Barcelona Service.)

Antonio Lopez.....	1891	6,300	5,000	430
Manuel Calvo.....	1892	6,000	6,000	419.8
Buenos Ayres.....	1887	5,500	4,800	410.6
Monte-Video.....	1889	5,500	5,000	410
Montserrat.....	1889	4,500	4,500	371

CUNARD LINE.

(Queenstown and Liverpool Service.)

Campania.....	1893	13,000	30,000	620
Mauretania.....	1907	32,000	70,000	790
Lusitania.....	1907	32,500	70,000	785
Caronia.....	1905	20,000	21,000	675
Carmania.....	1905	20,000	21,000	675
Franconia.....	1911	18,150	14,000	600
Laconia.....	1912	18,098	14,000	600
Aquitania (Building).....	.....	47,000	.....	901

CUNARD LINE.

(Mediterranean and Adriatic Service.)

Ultonia.....	1898	10,200	.....	500
Carpathia.....	1903	13,600	.....	540
Pannonia.....	1904	10,000	.....	501
Saxonia.....	1900	14,270	10,400	580
Ivernia.....	1900	14,210	10,400	580

*Tables copyright 1913 by Munn & Co., Inc.

TRANSATLANTIC PASSENGER STEAMERS FROM NEW YORK.—*Continued.*

FABRE LINE.

(Various points, including Naples, depending on season of year.)

Steamships.	Year.	Gross Tonnage	Indic. H.-P.	Length.
Roma.....	1902	5,291	6,000	426
Germania.....	1903	5,103	6,000	426
Madonna.....	1905	5,633	6,200	450
Venezia.....	1907	6,827	7,200	460
Sant' Anna.....	1910	9,350	10,000	500
Canada.....	1912	9,350	10,000	500
Patria.....	1914	.....	12,000	525

FRENCH LINE.

La Touraine.....	1890	9,161	12,000	536
La Lorraine.....	1899	11,874	22,000	580
La Savoie.....	1900	11,889	22,000	580
La Provence.....	1906	14,744	30,000	624
Chicago.....	1906	11,112	9,200	520
Niagara.....	1908	9,614	8,250	504
Rochambeau.....	1911	12,678	13,000	543
France.....	1912	23,666	40,000	720

HAMBURG-AMERICAN LINE.

Pennsylvania.....	1896	13,333	5,500	557.6
Patricia.....	1897	13,273	6,000	560
Pretoria.....	1898	13,234	5,400	560
Bulgaria*.....	1898	11,077	4,000	501.6
Graf Waldersee.....	1899	13,193	5,500	560
Batavia*.....	1899	11,464	4,000	501
Victoria Luise.....	1900	16,502	14,000	686.6
Hamburg*.....	1900	10,532	9,000	498
Bluecher.....	1901	12,334	9,500	525.6
Moltke*.....	1902	12,335	9,500	525
Amerika.....	1905	22,225	15,500	690
Kaiserin Auguste Victoria.....	1906	24,581	17,500	700
President Lincoln.....	1907	18,100	7,500	615
President Grant.....	1907	18,100	7,500	615
Cleveland.....	1908	18,000	9,300	600
Cincinnati.....	1908	18,000	9,300	600
Imperator.....	1913	50,000	62,000	919
Vaderland (Building).....	1914	.....	.....	...

* Mediterranean Service.

HOLLAND-AMERICA LINE.

(Netherlands-American Steam Navigation Co.)

Potsdam.....	1900	12,600	7,500	560
Ryndam.....	1901	12,546	7,590	560
Noordam.....	1902	12,540	7,500	560
New Amsterdam.....	1906	17,250	10,000	615
Rotterdam.....	1908	24,170	14,000	668
Statendam (Building).....	....	35,000	21,000	740

ITALIA LINE

(Società di Navigazione a Vapore. Naples, Genoa, New York Service.)

Napoli.....	1899	9,203	7,000	470
Ancona.....	1908	10,000	7,600	520

LA VELOCE LINE.

(Navigazione Italiana a Vapore).

Stampolia.....	1908/9	12,000	9,000	525
Europa.....	1906	8,000	9,000	425

NAVIGAZIONE GENERALE ITALIANA LINE.

(Florio Rubattino).

America.....	1909	12,000	9,000	525
Verona.....	1908	10,000	7,600	520
Palermo.....	1899	9,203	7,000	470

TRANSATLANTIC PASSENGER STEAMERS FROM NEW YORK—*Continued.*

LLOYD ITALIANO.

Steamships.	Year.	Gross Tonnage	Indic. H.-P.	Length.
Florida.....	1905	5,018	444	381.4
Louisiana.....	1906	4,983	444	393.7
Indiana.....	1905	4,996	444	393.7
Virginia.....	1906	5,181	477	381.4
Mendoza.....	1905	6,847	6,000	420
Taornima.....	1908	10,000	7,600	520

NORTH GERMAN LLOYD.
(Bremen Service.)

Friedrich der Grosse.....	1896	10,568	7,200	546
Bremen.....	1896	11,570	8,000	569
Kaiser Wilhelm der Grosse.....	1897	14,349	28,000	649
Rhein.....	1899	10,058	5,500	520
Grosser Kurfürst.....	1900	13,245	9,700	582
Main.....	1900	10,067	5,500	520
Kronprinz Wilhelm.....	1901	14,908	35,000	663
Kaiser Wilhelm II.....	1903	19,500	43,000	707
Prinzess Alice.....	1904	10,911	9,000	524
Kronpr'n Cecilie.....	1907	20,000	45,000	707
Prinz Fr. Wilhelm.....	1908	17,500	14,000	613
George Washington.....	1909	25,570	20,000	723
Columbus.....	1914	40,000	25,000	800

NORTH GERMAN LLOYD.
(Mediterranean Service.)

Koenigin Luise.....	1896	10,711	7,000	544
Barbarossa.....	1896	10,915	7,000	546
Koenig Albert.....	1899	10,643	9,000	525
Prinzess Irene.....	1900	10,881	9,000	525
Berlin.....	1908	19,200	16,500	613

RED STAR LINE.

Vaderland.....	1900	11,960	10,000	580
Zeeland.....	1901	11,905	9,800	580
Finland.....	1902	12,188	9,300	577
Kroonland.....	1902	12,185	9,400	577
Lapland.....	1909	18,694	14,500	620
(Building).....	1915	.....	.....	670

RUSSIAN-AMERICAN LINE.

Russia.....	1909	16,000	10,000	475
Kursk.....	1911	14,000	10,000	450
Czar.....	1912	13,500	10,000	425

SCANDINAVIAN-AMERICAN LINE.

C. F. Tietgen.....	1897	8,500	5,500	485
Oscar II.....	1901	10,000	8,000	515
Hellig Olav.....	1902	10,000	8,000	515
United States.....	1903	10,000	8,000	515
Frederik VIII. (Building).....	1913	12,000	10,000	541.5

WHITE STAR LINE.

Majestic.....	1890	10,147	16,000	582
Oceanic.....	1899	17,274	28,000	705
Canopic.....	1900	12,097	8,730	594
Celtic.....	1901	20,904	14,000	697
Cedric.....	1902	21,035	14,000	697
Baltic.....	1904	23,876	15,000	726
Adriatic.....	1907	24,541	17,000	726
Laurentic.....	1909	14,892	14,000	565
Megantic.....	1909	14,878	11,000	565
Olympic.....	1911	46,359	46,000	882.6

TRANSATLANTIC PASSENGER STEAMERS FROM PORTS OTHER THAN NEW YORK.

CUNARD LINE. (Boston-Liverpool Service.)

Steamships.	Year	Gross Tonnage.	Indic. H.-P.	Length.
Franconia.....	1911	18,150	14,000	600
Laconia.....	1912	18,098	14,000	600

ALLAN LINE.

Parisian.....	1881	5,395	774	440
Numidian.....	1891	4,836	582	400
Mongolian.....	1891	4,838	582	400
Carthaginian.....	1884	4,444	475	386
Siberian.....	1884	3,846	463	372
Hungarian.....	1902	4,508	446	388
Hibernian.....	1902	4,505	446	385
Ontarian.....	1900	4,309	359	385
Orcadian.....	1893	3,546	328	361

LEYLAND LINE.

Devonian.....	1900	10,435	4,702	571
Winifredian.....	1899	10,422	4,505	571
Canadian.....	1900	9,309	4,120	549
Bohemian.....	1900	8,555	4,019	529

WHITE STAR LINE.

Cymric.....	1898	13,096	7,700	599
Cretic.....	1902	13,518	7,300	601
Arabic.....	1903	15,801	9,200	615.6

WHITE STAR LINE. (Australian Service.)

Gothic.....	1893	7,758	4,460	504
Belgie.....	1903	9,767	4,000	505
Ceramic.....	1913	18,000	.....	...

NORTH GERMAN LLOYD S. S. CO. (Bremen-Boston-New Orleans Service.)

Breslau.....	1901	7,524	3,400	428
Cassel.....	1901	7,553	3,400	428
Chemnitz.....	1901	3,200	7,542	430
Frankfurt.....	1899	3,200	7,431	431
Koeln.....	1901	8,850	3,400	445
Hannover.....	1901	8,850	3,400	445
Brandenburg.....	1901	8,850	3,400	445

ALLAN LINE. (Montreal Services.)

Victorian.....	1904	10,629	.....	520
Virginian.....	1905	10,754	.....	520
Tunisian.....	1900	10,576	849	500
Corsican.....	1907	11,419	917	500
Hesperian.....	1908	10,920	803	485
Grampian.....	1907	10,947	825	485
Ionian.....	1901	8,268	604	470
Pretorian.....	1901	6,508	800	436
Corinthian.....	1899	6,229	447	430
Sicilian.....	1899	6,229	447	430
Sardinian.....	1875	4,349	316	400
Pomeranian.....	1882	4,207	550	381
Alsatian (Building).....	1913	17,000	18,000	560
Albynian (Building).....	1913	17,000	18,000	560

TRANSATLANTIC PASSENGER STEAMERS FROM PORTS OTHER THAN NEW YORK—Continued.

CANADIAN PACIFIC RAILWAY CO.

Steamships.	Year.	Gross Tonnage.	Indic. H.-P.	Length.
Empress of Britain.....	1906	14,500	3,168	548.8
Empress of Ireland.....	1906	14,500	3,168	548.9

Royal Mail Steamers "Empress of Britain" and "Empress of Ireland" leave Quebec in Summer and St. John in Winter. Other vessels of the line carry second only, second and steerage only, and steerage only. Their names are therefore omitted here.

WHITE STAR-DOMINION.

Laurentic.....	1909	14,892	.....	484
Megantic.....	1909	15,000	.....	550
Canada.....	1896	9,413	6,641	514
Dominion.....	1894	7,036	3,514	456
Teutonic.....	1889	9,984	16,000	582

DONALDSON LINE. (Montreal to Glasgow.)

Athenia.....	1904	8,668	5,600	478
Cassandra.....	1906	8,135	5,555	455
Saturnia.....	Building	.....	.....	....

MONTREAL SERVICES—THOMSON LINE. (Mediterranean Service.)

Tortona.....	1909	7,907	5,400	450.6
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PHILADELPHIA STEAMSHIP SERVICES—AMERICAN LINE.

Haverford.....	1901	11,635	4,157	547
Merion.....	1902	11,621	3,953	547

RED STAR LINE.

Marquette.....	1898	7,058	3,700	502
Menominee.....	1897	6,918	3,700	490
Manitou.....	1898	6,848	3,700	490

CUNARD LINE. (Montreal—London.)

Ascania.....	1911	9,111	.....	482
Ansonia.....	1909	7,907	.....	465
Andania.....	1913	13,404	.....	540
Alannia.....	1913	13,300	.....	540

FRENCH LINE. (Quebec—Havre Service.)

Niagara.....	1908	9,614	8,250	504
Floride.....	1908	7,029	3,400	437
Caroline.....	1908	7,220	4,200	437

(New Orleans—Havre Service.)

Louisiane.....	1908	5,399	3,000	403
Californie.....	1905	5,455	3,000	417
Virginie.....	1907	5,579	2,300	409
Mexico.....	1907	5,276	3,000	409

These tables include the principal lines engaged in European trade. There are other lines, however, carrying passengers, but which are omitted on account of infrequent or irregular services, or failure to respond to copies of proof sheets sent out for correction. The Editor takes no responsibility for the list as printed, though more than ordinary care has been used in its compilation and correction. It should also be borne in mind that "Lowest Ocean Rates" means only the lowest fares at any season of the year. During the rush or "high" season these fares usually apply only to a very few inside rooms, and plans should not be based on this schedule without consulting the steamship company or a reputable tourist agency to find if any minimum accommodations are available. In the fall and winter seasons superior rooms can usually be obtained at minimum rates without difficulty. If you live out of town do not wait until reaching New York, Boston or Philadelphia before attempting to secure passage. If you are going in July engage your passage in January if possible. There will be little difficulty in canceling accommodations if plans have to be changed, provided ample notice is given to enable steamship company to resell.

RATES TO EUROPEAN PORTS FROM CANADA.*

ALLAN LINE.

MONTREAL AND QUEBEC TO LIVERPOOL.

First class passage from St. John or Halifax, \$72.50 and up; Montreal or Quebec and Liverpool, \$80.00 and up. Second class, \$50.00 and up.

MONTREAL TO GLASGOW.

First class, \$70.00 and up; second class, \$50.00 and up. One class cabin, \$47.50 and up.

CANADIAN PACIFIC RAILWAY CO.

MONTREAL AND QUEBEC TO LIVERPOOL.

First class, \$92.50 from Quebec; \$85.00 from St. John, and upwards; second class, \$53.75 and up. One class cabin (second class) \$50.00 and up.

CUNARD LINE.

MONTREAL TO LONDON AND SOUTHAMPTON TO MONTREAL.

Cabin (called second), \$46.25 and up.

DONALDSON LINE.

MONTREAL TO GLASGOW.

Cabin (called second), \$47.50 and up. British third class, East, \$31.25; prepaid West, \$31.25.

WHITE STAR—DOMINION LINE.

MONTREAL AND QUEBEC TO LIVERPOOL.

First class, summer season, \$92.50 and up; winter season, \$85.00 and up; second class, \$53.75 and up. One class cabin, \$47.50 and up.

RATES TO WEST INDIAN, SOUTH AMERICAN PORTS, ETC.†

THE BOOTH STEAMSHIP CO., LTD.

NEW YORK AND PARA, MANAOS, VIA BARBADOS.

	—Saloon—		Third
	Single	Return	Class
Barbados.....	\$55	\$110	\$27.50
Para.....	90	160	48.00
Manaos.....	110	195	53.00
Iquitos, Peru.....	140	245	75.00

CANADIAN SOUTH AFRICAN LINE.

MONTREAL OR ST. JOHN, N. B., TO CAPE TOWN, PORT ELIZABETH, EAST LONDON, DURBAN, AND DELAGOA BAY.

First class—Cape Town, \$110. Durban, \$135.

COMPAÑIA TRANSATLANTICA.

NEW YORK, HAVANA, VERA CRUZ AND PUERTO MEXICO

	To Havana	To Vera Cruz	To Puerto Mexico
First class.....	\$37	\$60	\$60
Second class.....	26	40	40
Round trip 10 per cent. discount.			

HAMBURG-AMERICAN LINE—
ATLAS SERVICE.

NEW YORK TO COLON, COLUMBIA, COSTA RICA AND WEST INDIAN PORTS.

	—1st Class—		—2d Class—	
	One Round way	One Round trip	One Round way	One Round trip
Kingston Oct. 1 to May 31				
or Santiago.....	\$45 00	\$85 50	\$30 00	\$57 00
Colon	75 00	142 50	45 00	85 50
Puerto Colombia..	80 00	152 00	45 00	85 50
Cartagena	80 00	152 00	45 00	85 50
Santa Marta	80 00	152 00	45 00	85 50
Port-Limon	80 00	152 00	45 00	85 50
Port au Prince....	60 00	100 00	35 00	60 00
Jeremie	60 00	100 00	35 00	60 00

CLYDE LINE

NEW YORK FOR CHARLESTON, S. C., AND JACKSONVILLE, FLA.

	Fares from New York to Charleston	Fares from New York to Jacksonville
First Cabin.....	\$20 00	\$24 90
Round Trip....	32 00	43 30
Intermediate....	15 00	19 00
Round Trip....	24 00	34 80
Steerage.....	10 00	12 50

INSULAR LINE, INC.

NEW YORK AND PORTO RICO.

Rates of Passage. First class—To or from New York and Porto Rico, \$25 and \$30.

LAMPORT & HOLT LINE.

Direct service from New York to Brazil and Argentine. Steamers call at Bahia, Rio de Janeiro and Santos. Through tickets issued to Paranagua, Rio Grande do Sul, Montevideo, Buenos Ayres. All vessels call at Barbados and Trinidad northbound.

	Minimum 1st Class	—Intermediate— S.S. Vestris "V" Steamers	and Van- dyck	3d Class
Bahia	\$150	\$75	\$85	\$45
Rio de Janeiro.....	150	75	85	45
Santos	160	80	90	50
Paranagua	165	—	—	62
Rio Grande do Sul..	180	—	—	65
Porto Alegre	185	—	—	67
Montevideo	190	90	100	60
Buenos Ayres	190	90	100	60
Rosario	196	96	106	60

Children under 12 years of age, half fare; under two years, free. Servants in saloon, two-thirds fare.

* † All rates are subject to change without notice, and any tourist agent will give accurate figures as to cost. On Sept. 1, 1913, the rates quoted as printed were believed to be correct.

RATES TO WEST INDIAN AND SOUTH AMERICAN PORTS—Continued.

MUNSON STEAMSHIP LINE.

NEW YORK AND CUBA.

	One way.	Round trip.
First Cabin.		
New York to Nipe.....	\$35.00	.....
New York and Nuevitas.....	35.00	\$66.50
New York and Puerto Padre.	50.00	.....
New York and Gibara.....	50.00	95.50
New York and Banes.....	50.00	.....

INTERMEDIATE.

New York to Nipe.....	\$25.00	.....
New York to Nuevitas.....	25.00	\$47.50
New York to Puerto Padre...	35.00	.....
New York to Gibara.....	35.00	.....

NEW YORK & CUBA MAIL S.S. Co.
(WARD LINE.)

NEW YORK-HAVANA-MEXICO SERVICE.

To	1st Class.
Havana.....	\$40.00 and up
Progreso.....	60.00
Mexico City.....	72.20
Vera Cruz.....	65.50
Puerto Mexico.....	75.00

Children under 3 years, not exceeding one to a family free; each additional child half fare.

Children 8 to 12, accompanied by an adult, half fare.

NASSAU.

To	1st Class	2d Class
Nassau.....	\$40.00	\$15.00

NEW YORK & PORTO RICO S.S. Co.

NEW YORK AND SAN JUAN, PONCE AND MAYAGUEZ, PORTO RICO.

First class \$45 and up. Excursion \$81 and up. Second class \$25 and up.

PANAMA RAILROAD STEAMSHIP LINE.

COLON—CANAL ZONE—PANAMA, SAN FRANCISCO, MEXICO, CENTRAL AND SOUTH AMERICA.

New York to Canal Zone (Colon).....	\$75.00
New York to Canal Zone, Round Trip.	100.00
New York to San Francisco.....	120.00

PENINSULAR AND OCCIDENTAL S.S. COMPANY.

KEY WEST, CUBA AND THE WEST INDIES, PORT TAMPA—KEY WEST—HAVANA LINE.

Between	One Way.	Round Trip.
Port Tampa and Havana.....	\$25.40	\$42.10
Key West and Port Tampa...	12.90	21.10
Key West and Havana.....	12.50	21.00

The above rates include meals and berth while at sea.

SOUTHERN PACIFIC STEAMERS.

NEW ORLEANS AND HAVANA SERVICE.

Fares between New Orleans and Havana.

First cabin.....	\$25.00
Round trip, either direction.....	45.00
Steerage.....	12.50

TRINIDAD LINE.

NEW YORK, GRENADA AND TRINIDAD, B.W.I.

Trinidad or Grenada—first class.....	\$50.00
Trinidad or Grenada—excursion.....	90.00

QUEBEC S.S. Co., LTD.

NEW YORK TO BERMUDA AND WINDWARD ISLANDS.

Bermuda Service.

Cabin passage, round trip, \$25 and up, according to steamer and date of sailing. (Subject to change.) Steerage passage, \$15; excursion, \$18. Alien Tax \$4 additional.

West India Service.

New York to St. Thomas, St. Croix, St. Kitts, Antigua, Guadeloupe, Dominica, Martinique, St. Lucia, Barbados and Demerara.

Cabin passage, \$50 to \$80. Return tickets, good for 6 months, \$90 to \$150. Steerage \$27.50 to \$32.50. U.S. Alien Tax \$4 additional.

RED "D" LINE.

TO PUERTO RICO AND VENEZUELA, NEW YORK TO LA GUAYRA, PUERTO CABELLO, CURACAO AND MARACAIBO.

S.S. "CARACAS" AND "PHILADELPHIA"

	1st Class	Upper Saloon Deck	3d Class
New York and San Juan..	\$40.00	\$35.00	\$20.00
New York and La Guayra			
by most direct route....	65.00	60.00	30.00
New York and Curacao....	65.00	60.00	30.00
New York to Puerto Cabello	70.00	65.00	35.00
La Guayra and New York			
(via Puerto Cabello).....	75.00	70.00	40.00
Puerto Cabello to New York	65.00	60.00	30.00

S.S. "ZULIA" AND S.S. "MARACAIBO"

	1st Class	2d Class
New York and Mayaguez.....	\$35.00	\$25.00
New York to La Guayra.....	60.00	40.00
New York and Curacao.....	60.00	40.00
New York and Maracaibo.....	75.00	50.00

No second class passengers carried on the S.S. "Caracas," "Philadelphia," or "Merida." Round trip 10 per cent. reduction. Good for 12 months.

THE ROYAL MAIL STEAM PACKET COMPANY.

NEW YORK AND SOUTHAMPTON VIA CUBA, JAMAICA, COLON, CARTAGENA, PUERTO COLOMBIA (SAVANILLA), TRINIDAD (TRANSFER HERE FOR VENEZUELA, BRITISH GUIANA AND WINDWARD AND LEEWARD ISLANDS), BARBADOS, ST. MICHAELS (AZORES) AND CHERBOURG, RETURNING TO NEW YORK BY SAME ROUTE REVERSED.

	First Class		Second Class	
	Single	Return	Single	Return
New York to Antilla (Cuba)...	\$42.50	\$80.75	\$30.00	\$57.00
Kingston	45.00	85.50	30.00	57.00
Colon	75.00	142.50	45.00	85.50
Cartagena	80.00	152.00	45.00	85.50
Puerto Colombia (Savanilla) ...	80.00	152.00	45.00	85.50
Trinidad	85.00	153.00	55.00	99.00
Barbados	90.00	162.00	60.00	108.00
Cherbourg } ..	175.00	300.00	125.00	200.00
Southampton } ..	200.00	350.00		

CUBA.

Santiago and Camaguey, \$45 first class, \$30 second class; Havana, \$55 first class; Havana via Santiago, \$58.50 first class.

BERMUDA SERVICE

New York to Bermuda, first class, round trip, \$25 and up.

UNITED FRUIT COMPANY.

Per Adult Between New York and	First Cabin. One Way.	Round Trip.
Kingston.....	\$45.00	\$85.50
Colon.....	75.00	142.50
Cartagena.....	80.00	152.00
Puerto Colombia.....	80.00	152.00
Santa Marta.....	80.00	152.00
Limon.....	80.00	152.00

	One Way.	Round Trip.
First cabin.....	\$35.00	\$60.00

**Fare, Boston to Limon, one way, \$60.00;
round trip, \$114.00.**

One Way Cabin 1st Class	Round Trip Cabin 1st Class
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	Class	Class
Between New Orleans and Belize, British Honduras...	\$25.00	\$45.00
Between New Orleans and Livingston, Guatemala....	30.00	37.00
Between New Orleans and Barrios, Guatemala.....	30.00	57.00
Between New Orleans and Cortez, Spanish Honduras.	30.00	57.00
Between New Orleans and Limon, Costa Rica.....	50.00	95.00
Between New Orleans or Mobile and Bocas del Toro, Panama.....	50.00	95.00
Between New Orleans and Colon, Panama.....	50.00	95.00

CANADIAN-AUSTRALASIAN ROYAL MAIL LINE.

From VANCOUVER, B. C., To	ONE-WAY FARES.				ROUND-TRIP FARES.		
	First Class.	Servants Accompanying Families.	Second Class.	Steorage.	First Class.		Second Class.
					Six Months.	Twelve Months.	Twelve Months.
HONOLULU, Hawaiian Islands.....	975.00	650.00	550.00	330.00	6135.00	.....	6100.00
SUVA, Fiji Islands.....	300.00	123.00	125.00	00.00	.....	3300.00	300.00
AUCKLAND, New Zealand.....	300.00	123.50	125.00	00.00	.....	300.00	300.00
SYDNEY, New South Wales.....	300.50	123.50	125.00	00.00	.....	300.00	300.00
BRISBANE, Queensland, via Sydney and rail.....	319.00	142.40	133.50	00.50	.....	319.00	312.00
" " via Sydney and steamer.....	315.35	142.85	140.85	05.10	.....	325.55	325.55
ROCKHAMPTON, Queensland, via Sydney and steamer.....	330.00	100.40	151.00	21.55	.....	345.00	345.50
MELBOURNE, Victoria, via Sydney and rail.....	319.15	145.05	134.75	50.75	.....	319.50	314.00
" " via Sydney and Interstate steamer.....	319.75	145.25	137.75	05.10	.....	330.45	330.45
ADELAIDE, South Australia, via Sydney and rail.....	319.50	153.50	137.30	00.00	.....	300.30	310.55
" " via Sydney and Interstate steamer..	323.00	155.50	143.00	00.30	.....	335.75	335.75
FREMANTLE, West Australia, via Sydney and Interstate steamer..	351.10	184.00	176.10	105.55	.....	376.00	376.55
ALBANY, West Australia, via Sydney and Interstate steamer....	351.10	184.00	176.10	105.55	.....	376.00	376.00
HOBART, Tasmania, via Sydney and steamer.....	319.00	145.55	137.85	37.05	.....	319.45	313.45
APIA, Samoa Islands, via Suva and steamer.....	300.00	123.50	125.00	00.00	.....	300.00	300.00
WELLINGTON, New Zealand, via Auckland and steamer.....	313.85	147.00	133.50	05.25	.....	325.00	300.00
PORT LYTTLETON (Christ Church), New Zealand, via Auckland and steamer.....	319.45	151.05	143.45	01.55	.....	300.15	300.15
DUNEDIN, New Zealand, via Auckland and steamer.....	323.00	155.55	143.30	05.05	.....	327.25	327.25

UNION STEAMSHIP CO. OF NEW ZEALAND. (Ltd.)

From SAN FRANCISCO, CAL., To	ONE-WAY FARES.			ROUND-TRIP FARES.	
	First Cabin.	Second Cabin.	Third Cabin.	First Cabin.	Second Cabin.
				Four Months.	Four Months.
PAPETE, Tahiti.....	\$100.00	343.00	640.00	\$135.00	\$110.00
BAROTONGA, Cook Islands.....	123.50	78.75	53.75	175.00	143.50
APIA, Samoan Islands, via Auckland and steamer.....	247.00	②130.50	107.30	293.75	②218.75
SUVA, Fiji Islands, via Auckland and steamer.....	237.00	②179.50	90.50	273.75	②200.75
AUCKLAND, New Zealand, via Wellington.....	194.50	127.00	75.50	200.75	213.75
WELLINGTON, New Zealand.....	173.75	121.25	75.50	207.50	197.50
PORT LYTTLETON, (Christ Church), New Zealand, via Wellington.....	184.00	120.50	73.50	270.75	150.75
DUNEDIN, New Zealand, via Wellington.....	100.25	121.75	32.00	225.00	200.00
HOBART, Tasmania, via Wellington.....	213.75	123.75	30.25	223.00	222.20
SYDNEY, New South Wales, via Wellington and steamer.....	200.00	125.00	30.00	200.30	200.30
BRISBANE, Queensland, via Sydney and rail.....	213.25	133.75	33.75	219.50	213.00
MELBOURNE, Victoria, via Sydney and rail.....	213.25	134.75	30.50	212.50	214.75
ADELAIDE, South Australia, via Sydney and rail.....	219.50	127.75	33.75	230.25	219.50
FREMANTLE, West Australia, via Sydney and rail.....	255.00	100.50	107.50	232.75	200.00

●First cable on steamship beyond Auckland, New Zealand.

RATES TO PACIFIC AND TRANS-PACIFIC PORTS—Continued.

NIPPON YUSEN KAISHA (Japan Mail Steamship Co.).

From SEATTLE, WASH., To		ONE-WAY FARES.				ROUND-TRIP FARES.								
		First Class.	SERVANTS ACCOMPANYING FAMILIES		Second Class.	Asiatic Steerage.	FIRST-CLASS.		SERVANTS ACCOMPANYING FAMILIES.			SECOND CLASS.		
			Other than Asiatic.	Asiatic.			Six Months.	Twelve Months.	Other than Asiatic.		Twelve Months.	Four Months.	Twelve Months.	
									Four Months.	Twelve Months.				
YOKOHAMA, Japan.....		\$110.00	⊙	⊙	⊙75.00	\$43.50	\$185.00	\$193.50	⊙	⊙	⊙	⊙	⊙	⊙
KOBE, Japan.....		110.00	⊙	⊙	⊙ 75.00	43.50	185.00	193.50	⊙	⊙	⊙	⊙	⊙	⊙
MOJI, Japan.....		115.00	⊙	⊙	⊙ 80.00	43.50	172.50	201.25	⊙	⊙	⊙	⊙	⊙	⊙
NAGASAKI, Japan.....		115.00	⊙	⊙	⊙ 80.00	43.50	172.50	201.25	⊙	⊙	⊙	⊙	⊙	⊙
SHANGHAI, China.....		125.00	⊙	⊙	⊙ 85.00	43.50	187.50	218.75	⊙	⊙	⊙	⊙	⊙	⊙
HONG KONG.....		125.00	⊙	⊙	⊙ 85.00	43.50	187.50	218.75	⊙	⊙	⊙	⊙	⊙	⊙
MANILA, Philippine Islands, via Hong Kong.....		150.00	⊙	⊙	⊙100.50	43.50	225.00	260.50	⊙	⊙	⊙	⊙	⊙	⊙

⊙Fares will not apply via steamships Yokohama Maru or Shideutsu Maru.
⊙Canceled; no fare in effect.

BANK LINE (Ltd.)

From SEATTLE OR TACOMA, WASH., OR VANCOUVER, B. C., To	ONE-WAY FARES.				ROUND-TRIP FARES.				
	First Cabin.	SERVANTS ACCOMPANYING FAMILIES.		Asiatic Steerage.	FIRST CABIN.		SERVANTS ACCOMPANYING FAMILIES.		
		Other than Asiatic.	Asiatic.		Four Months.	Twelve Months.	Other than Asiatic.		Asiatic.
							Four Months.	Twelve Months.	Twelve Months.
YOKOHAMA, Japan.....	\$130.00	\$35.00	\$43.50	\$43.50	\$150.50	\$175.00	\$127.50	\$150.00	\$35.00
Kobe, Japan.....	124.00	37.50	42.50	43.50	156.20	182.50	123.50	152.50	35.00
MOJI, Japan.....	100.50	80.00	42.50	43.50	150.75	186.40	125.20	157.50	80.00
NAGASAKI, Japan, via Kobe.....	110.80	85.00	42.50	43.50	165.00	192.50	145.00	167.50	85.00
SHANGHAI, China.....	115.00	100.00	42.50	47.50	172.50	201.25	150.00	175.00	85.00
HONG KONG.....	115.00	105.00	42.50	47.50	172.50	201.25	157.50	185.00	85.00
MANILA, Philippine Islands.....	115.00	105.00	42.50	47.50	172.50	201.25	157.50	185.00	85.00

OCEAN STEAMSHIP CO. (Ltd.) AND CHINA MUTUAL STEAM NAVIGATION CO. (Ltd.)

From SEATTLE OR TACOMA, WASH., OR VANCOUVER, B. C., To	ONE-WAY FARES.
	Asiatic Steerage.
YOKOHAMA, Japan.....	\$43.50
Kobe, Japan.....	43.50
MOJI, Japan.....	43.50
NAGASAKI, Japan.....	43.50
SHANGHAI, China.....	51.00
HONG KONG.....	51.00
MANILA, Philippine Islands.....	51.00

MATSON NAVIGATION CO.

From SAN FRANCISCO, CAL., To	ONE-WAY FARES.				ROUND-TRIP FARES.
	First Class.	Servants Accompanying Families.	Mixed Class.	Steerage.	First Class.
					Six Months.
HONOLULU, Hawaiian Islands.....	\$85.00	\$50.00		\$30.00	\$110.00
SUVA, Fiji Islands, via Honolulu and Canadian-Australasian Royal Mail Line.....	130.00		⊙\$142.50		
AUCKLAND, New Zealand, via Honolulu and Canadian-Australasian Royal Mail Line.....	200.00		⊙145.00		
SYDNEY, New South Wales via Honolulu and Canadian-Australasian Royal Mail Line.....	200.00		⊙145.00		
BRISBANE, Queensland, via Sydney and rail.....	212.00		⊙153.55		
MELBOURNE, Victoria, via Sydney and rail.....	212.15		⊙154.75		
ADELAIDE, South Australia, via Sydney and rail.....	219.50		⊙157.00		

⊙First class to Honolulu and second class beyond.

CANADIAN PACIFIC RY. CO.'S ROYAL MAIL STEAMSHIP LINE.

From VANCOUVER, B. C., To		ONE-WAY FARES.						
		First Class.	SERVANTS ACCOMPANYING FAMILIES.		Inter-mediate.	Asiatic Second Class.	Asiatic Steerage.	
			Other Than Asiatic.	Asiatic.				
YOKOHAMA, Japan.....		Ⓓ\$300.00	\$123.35	\$50.00	Ⓓ\$125.00	Ⓓ\$70.00	Ⓓ\$51.00	Ⓓ\$42.50
KOBE, Japan.....		Ⓓ 207.50	123.35	50.00	Ⓓ 125.00	Ⓓ 74.00	Ⓓ 51.00	Ⓓ 42.50
MOJI, Japan.....				Ⓓ 50.00	Ⓓ 140.00	Ⓓ 00.00		Ⓓ 42.50
NAGASAKI, Japan.....		Ⓓ 223.50	Ⓓ143.35	Ⓓ 50.00		Ⓓ 00.00	Ⓓ 51.00	
SHANGHAI, China.....		Ⓓ 225.00	150.00	50.00	Ⓓ 150.00	Ⓓ 35.00	Ⓓ 51.00	Ⓓ 51.00
HONG KONG.....		Ⓓ 225.00	150.00	50.00	Ⓓ 150.00	Ⓓ 35.00	Ⓓ 51.00	Ⓓ 51.00
MANILA, Philippine Islands, via Hong Kong.....		Ⓓ 225.00	150.00	50.00	Ⓓ 150.00	Ⓓ 35.00	Ⓓ 51.00	Ⓓ 51.00

From VANCOUVER, B. C., To		ROUND-TRIP FARES.							
		FIRST CLASS.					Inter-mediate	MIXED CLASS.	
		Six Months.	Twelve Months.	SERVANTS ACCOMPANYING FAMILIES.				Six Months.	Twelve Months.
				Other Than Asiatic.		Asiatic.			
				Six Months.	Twelve Months.	Six Months or Twelve Months.			
YOKOHAMA, Japan.....		Ⓓ\$300.00	Ⓓ\$350.00	\$300.00	\$323.35	\$100.00	Ⓓ\$187.50	Ⓓ\$225.00	Ⓓ\$261.00
KOBE, Japan.....		Ⓓ 312.00	Ⓓ 365.00	293.35	243.35	100.00	Ⓓ 198.75	Ⓓ 225.00	Ⓓ 261.40
MOJI, Japan.....						Ⓓ 100.00	Ⓓ 219.00	Ⓓ 257.75	Ⓓ 273.40
NAGASAKI, Japan.....		Ⓓ 234.00	Ⓓ 283.75	Ⓓ 223.70	Ⓓ 203.50	Ⓓ 100.00		Ⓓ 257.75	Ⓓ 273.40
SHANGHAI, China.....		Ⓓ 237.50	Ⓓ 283.75	225.00	203.50	100.00	Ⓓ 225.00	Ⓓ 262.50	Ⓓ 265.15
HONG KONG.....		Ⓓ 237.50	Ⓓ 283.75	225.00	203.50	100.00	Ⓓ 225.00	Ⓓ 262.50	Ⓓ 265.15
MANILA, Philippine islands, via Hong Kong.....		Ⓓ 237.50	Ⓓ 283.75	225.00	203.50	100.00	Ⓓ 225.00	Ⓓ 262.50	Ⓓ 265.15

*Fares apply only via steamships *Empress of India* or *Empress of Japan*.
 *Fares apply only via steamship *Monteagle*.
 *Fares apply via steamships *Empress of India*, *Empress of Japan*, or *Monteagle*.
 *Fares apply going first class via steamships *Empress of India* or *Empress of Japan*, and returning intermediate via steamship *Monteagle*, or vice versa.
 *Fares apply going first class via steamships *Empress of India* or *Empress of Japan* to Nagasaki, and returning intermediate via steamship *Monteagle* from Moji, or vice versa. Passengers must provide for their own transportation between Nagasaki and Moji.

DEPTHS OF PORTS OF THE WORLD.

Port.	Channel (mean high water).	Quay (mean high water).	Port.	Channel (mean high water).	Quay (mean high water).
	Feet.	Feet.		Feet.	Feet.
Amsterdam (canal)			Libau, Russia.....	22	29
Holland.....	30	30	Liverpool, England.....	55	33
Antwerp, Belgium.....	37	37	London, England.....	42	43
Baltimore, Md.....	31	31	Manchester Ship Canal...	28	28
Boston, Mass.....	36	36	Marseille, France.....	55	39
Boulogne, France.....	29	34	Montreal, Canada.....	30	35
Bremen, Germany.....	18	18	Naples, Italy.....	33	30
Bremerhaven, Germany..	34	34	New Orleans, La.....	30	40
Brindisi, Italy.....	32	32	New York, N. Y.....	42	50
Cherbourg, France.....	42	50	Norfolk, Va.....	30	30
Copenhagen, Denmark...	26	26	Ostend, Belgium.....	31	38
Dieppe, France.....	34	34	Philadelphia, Pa.....	29	32
Galveston, Tex.....	30	28	Portland, Me.....	38	38
Genoa, Italy.....	60	33	Rotterdam, Holland.....	29	29
Glasgow, Scotland.....	30	38	St. Johns, Newfoundland	48	54
Greenock, Scotland.....	36	39	San Francisco, Cal.....	39	39
Halifax, Nova Scotia....	83	45	Seattle, Wash.....	(*)	30 to 50
Hamburg, Germany.....	32	35	Southampton, England...	41	43
Havre, France.....	42	30	Stettin, Germany.....	23	23
Kaiser William Canal,			Stockholm, Sweden.....	25	22
Germany.....	29		Suez Canal, Egypt.....	28	
Key West, Fla.....	30	30	Toulon, France.....	†26	†23
Königsberg Canal, Ger....	21		Trieste, Austria.....	30	28
Leghorn, Italy.....	22	26			

* Deep water.

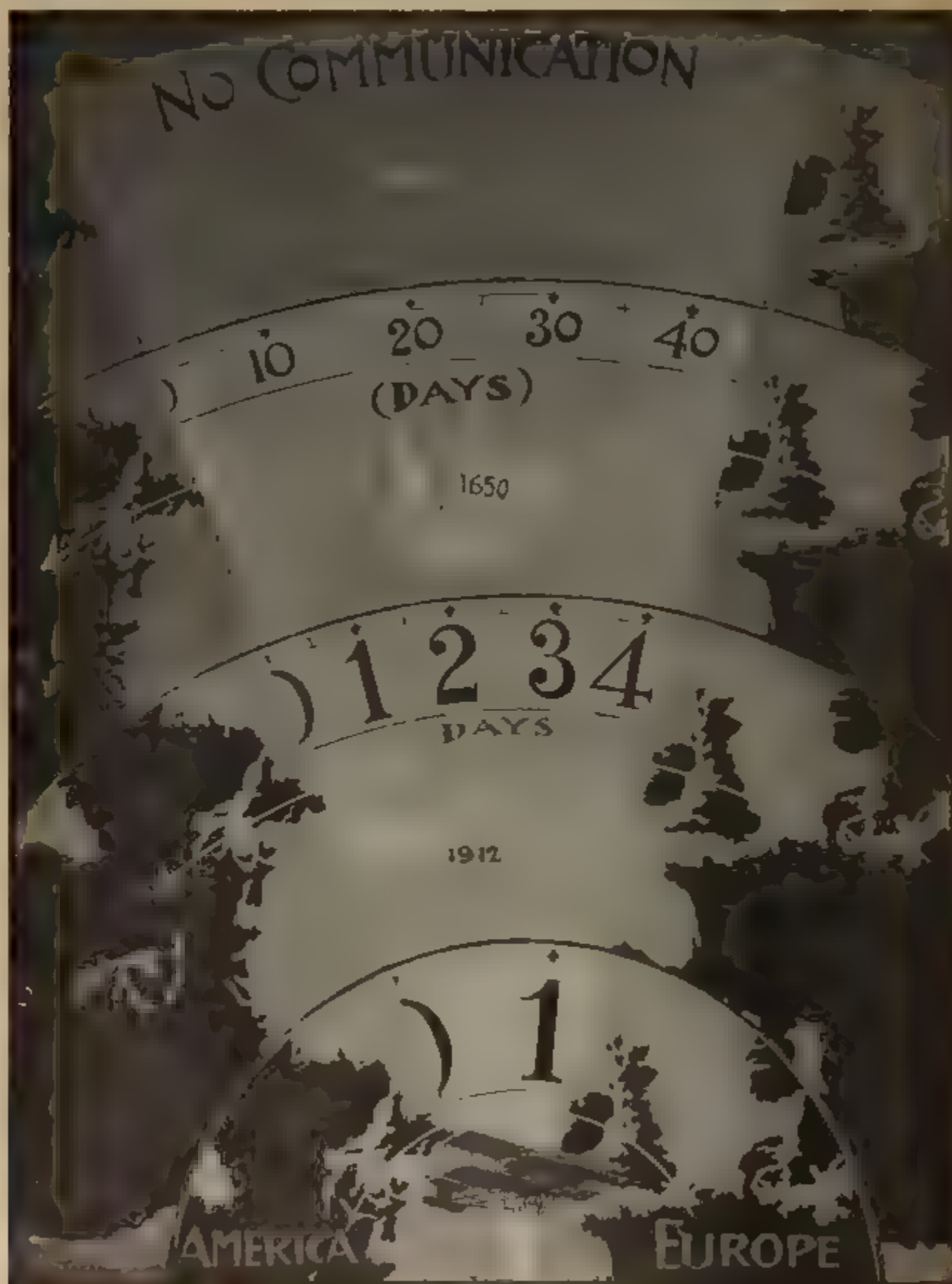
FROM STEAM PACKET TO STEAM PALACE.

(1) Wood Paddle-boats.
(2) Iron

(3) Iron Screw Steamers.
(4) Steel

(5) Steel Twin-Screw Steamers.

Date	Name of Steamer.	Owners.	Remarks.
1833	Royal William. . . (1)	Quebec & Halifax S.N.Co. }	From Pictou (N.S.), 1st to cross the Atlantic.
1838	Sirius.	British and Amer.S.N.Co. }	From Cork, 1st departure from U. K.
"	Great Western.	Great Western S.N.Co. . . .	" Bristol, 1st built for Atlantic.
"	Royal William. (2)	Transatlantic SS. Co.	" Liverpool, 1st departure.
1840	Britannia.	Cunard Line	" Liverpool, 1st carried British mails.
1849	Atlantic.	Collins "	" New York, 1st carried U.S. mails.
1854	Canadian.	Allan "	" Glasgow, 1st steamer of Line.
1856	Tempest.	Anchor "	" " 1st " "
"	Borussia.	Hamburg-American Line	" Hamburg, 1st " "
"	Adriatic.	Collins Line.	Last Sailing of Line.
1858	Bremen.	Norddeutscher Lloyd.	From Bremen to New York.
1856	Persia (2)	Cunard.	1st Cunard iron paddle steamer.
1862	Scotia.	"	Last " " "
1845	Great Britain. . . . (3)	Great Western S.N.Co. . . .	1st Atlantic iron screw steamer.
1850	City of Glasgow. . . .	Inman Line.	1st to carry steerage passengers.
1858	GREAT EASTERN. . . .	"	Paddle wheels and propeller.
1868	Italy.	National Line.	1st Atlantic ss. with comp. engines.
1869	City of Brussels. . . .	Inman "	1st " " " steam steering gear.
1871	Oceanic (1st).	White Star Line	1st with 'midship saloon, &c.
1873	Pennsylvania.	American "	1st sailing of Line to Liverpool.
1874	Britannic.	White Star "	1st to exceed 5,000 tons, Great Eastern
1875	City of Berlin.	Inman "	1st with electric light. [excepted.
1879	Arizona.	Guion.	Watertight compartments floated her.
1882	Alaska.	" "	1st "ocean greyhound."
1883	Oregon.	{ " " (1) }	Sunk outside New York; every one
		{ Cunard " (2) }	saved by N. D. Lloyd ss. Fulda.
1879	Buenos Ayrean. . . (4)	Allan Line.	1st Atlantic steel steamer.
1881	Servia.	Cunard "	1st Cunard " "
"	City of Rome.	{ Inman (1) Line }	Fitted with three funnels.
		{ Anchor (2) " }	
1884	America.	National "	1st and last express ss. of Line.
"	{ Umbria. }	Cunard "	1st with 20 knots speed.
	{ Etruria. }		
1886	Aller.	Norddeutscher Lloyd.	1st triple-expansion express ss.
1888	{ City of New York (5)	Inman & International (1) {	1st twin-screw ocean expresses.
	{ City of Paris. }	American Line (2) }	1st to exceed 10,000 tons, G.E. excepted
1889	{ Teutonic. }	White Star Line.	Designed as mercantile cruisers.
	{ Majestic. }		
1890	Fürst Bismarck. . . .	Hamburg-American Line	1st under 6½ days from Southampton.
1892	La Touraine.	Compagnie Générale Trans. . . .	Record Havre to New York, 6½ days.
1893	{ Campania. }	Cunard Line.	Lucania: highest day's run 562 knots.
	{ Lucania. }		Liverpool to New York records.
1895	{ St. Paul. }	American.	Largest express steamers ever built in
	{ St. Louis. }		America.
1897	Kaiser Wilhelm d. Gr.	Norddeutscher Lloyd. . . .	Record day's run, 580 knots. [tons.
1899	Oceanic.	White Star Line.	Balanced engines, 1st to exceed 15,000
1900	Deutschland.	Hamburg-American Line. . . .	Fastest ocean steamer in the world.
1901	CELTIC.	White Star Line.	1st to exceed 20,000 tons.
1902	KRONPRINZ WILHELM	Norddeutscher Lloyd. . . .	
1903	Kaiser Wilhelm II..	Norddeutscher Lloyd. . . .	Largest express steamer in the world.
1904	Baltic.	White Star Line.	Largest ss. in the world—726x76x49.
"	Victorian.	Allan Line.	1st fitted with turbine engines.
1907	Lusitania.	Cunard Line.	Fastest in the world. Fitted with
"	Mauretania.	" "	turbine engines. Record day's run,
			Mauretania, 676 knots.
1911	Olympic	White Star Line	
1913	Imperator	Hamburg-American Line. . . .	This is the largest vessel in the world.



Courtesy of The Spence.

IF ONLY WE COULD FLY THE ATLANTIC
ONE WAY BY WHICH THE ICEBERG DANGER WOULD BE AVOIDED

This diagram tells its own story of how we have conquered time and space. The problem of flying to America is now well within the bounds of possibility.

STEAMSHIP RECORDS.

Compiled and Revised by A. W. Lewis, Chief of the Ship News of the "Associated Press."

QUEENSTOWN RECORDS SINCE 1880.

WESTWARD.			
Date.	Steamer.	Line.	d. h. m.
1880	Arizona	Guion	7 10 47
1882	Alaska	Guion	7 6 43
1884	Oregon	Cunard	6 9 42
1885	Etruria	Cunard	6 5 31
1887	Umbria	Cunard	6 4 42
1888	Etruria	Cunard	6 1 55
1889	City of Paris	Inman	5 19 18
1891	Majestic	White Star	5 18 8
1891	Teutonic	White Star	5 16 31
1892	City of Paris	American	5 14 24
1894	Campania	Cunard	5 9 27
1894	Lucania	Cunard	5 7 23
1895	Campania	Cunard	5 9 6
1898	Etruria	Cunard	5 20 55
1907	Lusitania	Cunard	4 18 40
1907	Mauretania	Cunard	5 0 55
1908	Lusitania	Cunard	4 15 0
1909	Mauretania	Cunard	4 15 55
1909	Lusitania	Cunard	4 11 *42
1909	Mauretania	Cunard	4 10 51
1910	Mauretania	Cunard	4 10 *41

QUEENSTOWN RECORDS SINCE 1882.

EASTWARD.			
1882	Alaska	Guion	6 18 37
1884	America	National	6 14 8
1884	Oregon	Cunard	6 11 9
1887	Etruria	Cunard	6 4 36
1889	City of Paris	Inman	5 23 38
1889	City of Paris	Inman	5 22 50
1891	Teutonic	White Star	5 21 3
1892	City of New York	American	5 19 57
1893	Campania	Cunard	5 17 27
1893	Campania	Cunard	5 14 55
1893	Campania	Cunard	5 12 7
1893	Lucania	Cunard	5 13 30
1894	Campania	Cunard	5 9 18
1894	Lucania	Cunard	5 13 11
1894	Lucania	Cunard	5 8 38
1907	Lusitania	Cunard	4 22 50
1907	Mauretania	Cunard	4 22 29
1908	Lusitania	Cunard	4 22 43
1909	Mauretania	Cunard	4 17 21
1909	Mauretania	Cunard	*4 13 41
1909	Lusitania	Cunard	4 15 52
1911	Lusitania	Cunard	*4 15 50

SOUTHAMPTON RECORDS SINCE 1890.

EASTWARD.			
1890	Columbia	Hamburg American	6 15 0
1893	Fürst Bismarck	Hamburg American	6 10 55
1897	St. Louis	American	6 10 14
1897	Kaiser Wilhelm der Grosse,	North German Lloyd.	5 17 8

SOUTHAMPTON RECORDS SINCE 1892

WESTWARD.			
1892	Lahn	North German Lloyd	6 22 0
1893	Paris	American	6 9 37
1894	New York	American	6 7 14
1896	St. Louis	American	6 2 24
1896	St. Paul	American	6 0 31
1897	Kaiser Wilhelm der Grosse	(North German Lloyd)	5 22 35
1898	Kaiser Wilhelm der Grosse	(North German Lloyd)	5 20 10
1910	Kaiser Wilhelm II		5 18 48

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RECORD OF S. S. MAURETANIA.
(Cunard Line.)

WESTWARD.			
Date.		d.	h. m.
1907, Dec.	From Queenstown	5	0 55
1909, July	From Queenstown	4	15 55
1909, Sept.	From Queenstown	4	10 51
1910, Sept.	From Queenstown	4	10 *41

* Record.

EASTWARD.			
Date.		d.	h. m.
1907, Dec.	To Queenstown	4	22 29
1909, June	To Queenstown	4	17 21
1909, Sept.	To Queenstown	4	13 *41

RECORD OF S. S. LUSITANIA.
(Cunard Line.)

WESTWARD.			
Date.		d.	h. m.
1907, Nov.	From Queenstown	4	18 40
1908, Aug.	From Queenstown	4	15 0
1909, Sept.	From Queenstown	4	11 *42

* Record.

EASTWARD.			
Date.		d.	h. m.
1907, Nov.	To Queenstown	4	22 50
1908, Oct.	To Queenstown	4	22 43
1909, Oct.	To Queenstown	4	15 52
1911, Jan.	To Queenstown	4	15 *50

RECORD OF
S. S. KRONPRINZESSIN CECILIE.
(North German Lloyd Line.)

WESTWARD.			
Date.		d.	h. m.
1908, Jan.	From Cherbourg	5	16 0
1908, Aug.	From Cherbourg	5	11 9
1910, Sept.	From Cherbourg	5	10 *23

EASTWARD.			
Date.		d.	h. m.
1907, Aug.	To Plymouth	5	11 5
1908, Sept.	To Plymouth	5	8 7
1909, Sept.	To Plymouth	5	7 *25

RECORD OF S. S. LA PROVENCE.
(French Line.)

WESTWARD.			
Date.		d.	h. m.
1906, April	From Havre (first trip)	6	9 10
1906, May	From Havre	6	3 35
1906, July	From Havre	6	3 10
1906, Sept.	From Havre	6	2 15
1907, Sept.	From Havre	6	1 *3

EASTWARD.			
Date.		d.	h. m.
1906, May	To Havre	6	4 40
1906, June	To Havre	6	2 *48

RECORD OF S. S. FRANCE.
(French Line.)

WESTWARD.			
Date.		d.	h. m.
1912, Apl. 26	From Havre		
	(First trip)	6	2 31
1912, May	From Havre	5	23 58
1912, Aug.	From Havre	5	22 46
1912, Sept.	From Havre	5	22 0

EASTWARD.			
Date.		d.	h. m.
1912, May	To Havre		
	(First trip east)	5	20 2
1912, Aug.	To Havre	5	16 48

RECORD OF S. S. KAISER WILHELM II.
(North German Lloyd Line.)

WESTWARD.			
Date.		d.	h. m.
1903, April	From Cherbourg	5	23 0
1903, Aug.	From Cherbourg	5	15 10
1904, Nov.	From Cherbourg	5	12 25
1909, Nov.	From Cherbourg	5	12 *8

EASTWARD.			
Date.		d.	h. m.
1903, May	To Plymouth	6	1 30
1903, Aug.	To Plymouth	5	10 42
1904, Oct.	To Plymouth	5	8 *20

* Record.

STEAMSHIP RECORDS—Continued.

RECORD OF S. S. KRONPRINZ WILHELM. (North German Lloyd Line.) WESTWARD.			
Date		d.	h. m.
1901, Sept.	From Cherbourg (First trip)	6	10 15
1901, Oct.	From Cherbourg	5	21 10
1901, Nov.	From Cherbourg	5	19 6
1901, Dec.	From Cherbourg	5	15 45
1902, Sept.	From Cherbourg	5	11 *57
EASTWARD.			
1901, Oct.	To Plymouth	5	9 48
1901, Nov.	To Plymouth	5	8 *18

RECORD OF THE OLD S. S. DEUTSCHLAND (Hamburg-American Line.) WESTWARD.			
1900, July	From Plymouth (First Trip)	5	16 24
1900, Sept.	From Cherbourg	5	12 29
1901, Aug.	From Cherbourg	5	12 23
1903, Sept.	From Cherbourg	5	11 54
EASTWARD.			
1900, July	To Plymouth	5	15 6
1900, Aug.	To Plymouth	5	11 45
1900, Sept.	To Plymouth	5	7 38
1900, Sept.	To Cherbourg via Plymouth	5	13 30

Her speedy machinery has been removed and she is now a superb cruising yacht of comparatively low speed and is the "Victoria Luise."

RECORD OF S. S. "IMPERATOR." WESTWARD.			
1913, June	From Cherbourg (First trip)	6	5 14
1913, July	From Cherbourg	5	21 30
1913, Aug.	From Cherbourg	5	19 8
EASTWARD.			
1913, July	To Plymouth (First trip east)	6	1 28
1913, July	To Plymouth	5	18 24

RECORD OF S. S. KAISER WILHELM DER GROSSE. (North German Lloyd Line.) EASTWARD.			
Date		d.	h. m.
1897, Oct.	To Plymouth	5	15 10
1897, Nov.	To Southampton	5	17 8
1899, July	To Cherbourg	5	20 55
1899, Sept.	To Cherbourg	5	17 56
1900, Jan.	To Cherbourg	5	15 50
1901, Oct.	To Plymouth	5	10 *0

WESTWARD.			
1897, Sept.	From Southampton (First Trip)	5	22 35
1898, April	From Southampton	5	20 10
1899, Mar.	From Cherbourg	5	21 8
1899, Sept.	From Cherbourg	5	18 15
1899, Oct.	From Cherbourg	5	17 48
1899, Nov.	From Cherbourg	5	17 37
1901, Oct.	From Cherbourg	5	17 22
1901, Nov.	From Cherbourg	5	16 24
1902, April	From Cherbourg	5	18 45
1902, Sept.	From Cherbourg	5	15 *20

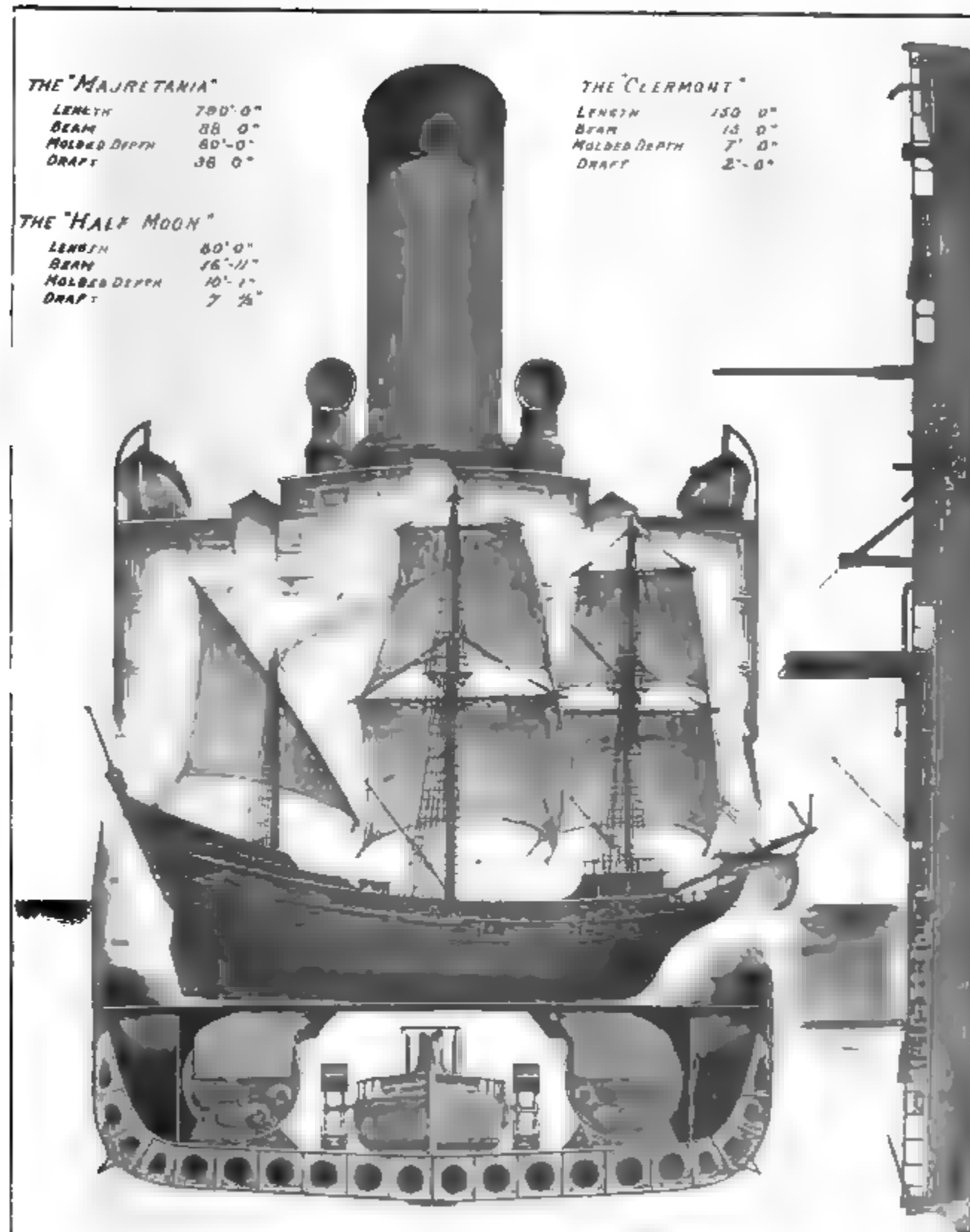
*Record.

RECORD OF S. S. "OLYMPIC."

WESTWARD.			
1911, June	From Queenstown (First trip)	5	15 2
1911, July	From Queenstown	5	13 6
1911, Aug.	From Queenstown	5	12 23
1911, Sept.	From Queenstown	5	7 29
EASTWARD.			
1911, July	To Plymouth (First trip east)	5	18 30
1911, Aug.	To Plymouth	5	17 46
1911, Sept.	To Plymouth	5	14 32
1911, Dec.	To Plymouth	5	12 16

PROPORTIONAL STEAMSHIP SPEEDS.

Knots.	Miles per Hour.	Feet per Minute.	Feet per Second	Knots.	Miles per Hour.	Feet per Minute.	Feet per Second.
1	1.151	101.333	1.689	13½	15.545	1,368.000	22.800
1½	1.727	152.000	2.533	14	16.121	1,418.666	23.644
2	2.303	202.666	3.378	14½	16.696	1,469.333	24.488
2½	2.879	253.333	4.222	15	17.273	1,520.000	25.333
3	3.454	304.000	5.066	15½	17.848	1,570.666	26.177
3½	4.030	354.666	5.911	16	18.424	1,621.333	27.022
4	4.606	405.333	6.755	16½	19.000	1,672.000	27.866
4½	5.181	456.000	7.600	17	19.575	1,722.666	28.711
5	5.757	506.666	8.444	17½	20.151	1,773.333	29.555
5½	6.333	557.333	9.288	18	20.727	1,824.000	30.400
6	6.909	608.000	10.133	18½	21.303	1,874.666	31.244
6½	7.484	658.666	10.972	19	21.878	1,925.333	32.088
7	8.060	709.333	11.822	19½	22.454	1,976.000	32.933
7½	8.636	760.000	12.666	20	23.030	2,026.666	33.777
8	9.212	810.666	13.511	20½	23.606	2,077.333	34.622
8½	9.787	861.333	14.355	21	24.181	2,128.000	35.466
9	10.363	912.000	15.200	21½	24.757	2,178.666	36.311
9½	10.939	962.666	16.044	22	25.333	2,229.333	37.154
10	11.515	1,013.333	16.888	22½	25.909	2,280.000	37.998
10½	12.091	1,064.000	17.732	23	26.485	2,330.666	38.842
11	12.666	1,114.666	18.577	23½	27.060	2,381.333	39.687
11½	13.242	1,165.333	19.421	24	27.636	2,432.000	40.532
12	13.818	1,216.000	20.266	24½	28.212	2,482.666	41.376
12½	14.394	1,266.666	21.111	25	28.787	2,533.333	42.220
13	14.969	1,317.333	21.955	26	29.363	2,584.000	43.064



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THE DEVELOPMENT OF OCEAN VESSELS IN THE PAST THREE CENTURIES.

The "Half Moon" of 1609, if the wind favored, could sail about 6 knots. The "Clermont" of 1807 made 4½ knots. The "Mauretania" in 1909 crossed the Atlantic at a 26-knot gait. The engine and boiler rooms of the Mauretania could accommodate five Clermonts placed end to end. The "Half Moon" could be placed athwartship on the deck above with her hull and masts entirely within the ship's structure.

DISTANCES IN KNOTS OR NAUTICAL MILES.

Short Track—Aug. 24 to Jan. 14, East. Aug. 15 to Jan. 14, West. Long Track—Jan. 15 to Aug. 23, East. Jan. 15 to Aug. 14, West.	EASTBOUND		WESTBOUND	
	Short Track	Long Track	Short Track	Long Track
Ambrose Channel Lightship* and—				
Alexandria, Egypt.....	4,952	4,962	4,945	4,954
Antwerp.....	3,323	3,432	3,296	3,389
Azores (Ponta del Gada).....	2,227	2,231	2,221	2,230
Bremen.....	3,563	3,692	3,536	3,629
Brow Head.....	2,744	2,869	2,717	2,823
Cape Race.....	998			
Cherbourg.....	3,073	3,182	3,046	3,139
Dover.....	3,190	3,299	3,163	3,259
Fastnet.....	2,751	2,876	2,724	2,830
Fire Island Lightship.....	29			
Flushing.....	3,278	3,387	3,251	3,344
Genoa.....	4,021	4,031	4,013	4,023
Gibraltar.....	3,168	3,178	3,160	3,170
Hamburg.....	3,511	3,621	3,485	3,578
Havre.....	3,145	3,246	3,110	3,205
Liverpool (Landing Stage).....	3,033	3,158	3,015	3,124
Lizard Point.....	2,929	3,038	2,902	2,995
London (Tilbury Docks).....	3,257	3,366	3,230	3,326
Nantucket Lightship.....	193			
Naples.....	4,116	4,126	4,108	4,118
Needles.....	3,073	3,182	3,046	3,139
Newfoundland (Banks of).....	935			
Plymouth.....	2,978	3,087	2,951	3,047
Queenstown.....	2,814	2,939	2,787	2,893
Roche's Point.....	2,810	2,935	2,783	2,889
Rotterdam.....	3,327	3,436	3,300	3,393
Scilly Islands (Bishop Rock).....	2,880	2,989	2,853	2,946
Southampton (Docks).....	3,095	3,204	3,068	3,161
Philadelphia to Delaware Breakwater, 88 miles.				
Delaware Breakwater and—				
Antwerp.....	3,397	3,506	3,379	3,472
Fastnet.....	2,825	2,950	2,807	2,913
Flushing.....	3,352	3,461	3,334	3,427
Gravesend.....	3,335	3,444	3,313	3,409
Liverpool (Landing Stage).....	3,116	3,241	3,098	3,204
Lizard Point.....	3,002	3,111	2,985	3,078
London (Tilbury Docks).....	3,336	3,445	3,314	3,410
Nantucket Lightship.....	277	....	....	....
Newfoundland (Banks of).....	1,009	....	....	....
Boston (Dock) to Boston Light, 16 miles.				
Boston Light and—				
Antwerp.....	3,161	3,280	3,126	3,233
Azores (Ponta del Gada).....	2,064	2,078	2,064	2,078
Brow Head.....	2,583	2,718	2,548	2,668
Gibraltar.....	3,048	3,062	3,048	3,062
Liverpool (Landing Stage).....	2,882	3,017	2,947	2,967
Queenstown.....	2,652	2,787	2,617	2,737
Montreal and—				
Antwerp.....	3,150	3,254	3,150	3,254
Liverpool (Landing Stage).....	2,755	2,968	2,755	2,968
London (Tilbury Docks).....	3,082	3,186	3,082	3,186
Quebec.....	155	....	....	....
Portland to—				
Halifax.....	326			
Liverpool.....	2,862	2,985	2,819	2,935
New Orleans to—				
Liverpool (Landing Stage).....	4,465	4,465	4,465	4,465
London (Tilbury Docks).....	4,676	4,676	4,676	4,676

*New York (Battery) to Ambrose Channel Lightship, 25 miles.

MARINE DISASTERS.

Among the marine disasters on record that have resulted in the loss of life are:

1860, Feb. 19.—American ship *Luna* wrecked off Barfleur; about 100 lives lost.

1860, Sept. 8.—Steamer *Lady Elgin* sunk by collision on Lake Michigan; 287 lives lost.

1863, Feb. 7.—British steamer *Orpheus* wrecked off coast of New Zealand; about 200 lives lost.

1863, April 27.—Steamer *Anglo-Saxon* wrecked in fog off Cape Race, N. F.; about 237 lives lost.

1865, Aug. 24.—Emigrant ship *Eagle Speed* foundered near Calcutta; 265 lives lost.

1866, Jan. 11.—Steamer *London*, on her way to Melbourne, foundered in the Bay of Biscay; 220 lives lost.

1866, Oct. 3.—Steamer *Evening Star* from New York to New Orleans, foundered; about 250 lives lost.

1867, Oct. 29.—Royal Mail Steamers *Rhone* and *Wye* and about fifty other vessels driven ashore and wrecked at St. Thomas, West Indies, by a hurricane; about 1,000 lives lost.

1868, April 9.—Steamer *Sea Bird* burned on Lake Michigan; 100 lives lost.

1869, Oct. 27.—Steamer *Stonewall* burned below Cairo, Ill.; 200 lives lost.

1870, Jan. 28.—Inman Line steamer *City of Boston*, left New York with 117 passengers and was never heard from.

1870, Sept. 7.—British warship *Captain* foundered off Finisterre; 472 lives lost.

1870, Oct. 19.—Steamer *Cambria* lost off Inishtrahul; about 170 lives lost.

1871, July 30.—Staten Island ferryboat *Westfield* exploded in New York Harbor; 100 lives lost.

1873, Jan. 22.—British steamer *Northfleet*, sunk in collision off Dungeness; 300 lives lost.

1873, Nov. 23.—White Star liner *Atlantic* wrecked off Nova Scotia; 547 lives lost.

1873, Nov. 23.—French Line steamer *Ville du Havre*, from New York to Havre, in collision with ship *Loch Earn*, sank in sixteen minutes; 110 lives lost.

1874, Dec. 26.—Immigrant vessel *Cospatrick* took fire and sank off Auckland; 476 lives lost.

1875, May 7.—Hamburg mail steamer *Schiller* wrecked in fog on Scilly Isles; 200 lives lost.

1875, Nov. 4.—American steamer *Pacific* in collision thirty miles southwest of Cape Flatery; 236 lives lost.

1875, Dec. 6.—Steamer *Deutschland* wrecked at mouth of the Thames; 157 lives lost.

1877, July 15.—British steamer *Eten* wrecked off Valparaiso; about 100 lives lost.

1877, Nov.—Steamer *Atacama* wrecked off Caldera, Chile; 105 lives lost.

1877, Nov. 24.—United States Sloop of War *Huron* wrecked off North Carolina coast; 110 lives lost.

1878, Jan. 31.—Steamer *Metropolis* wrecked off North Carolina; 104 lives lost.

1878, March 24.—British training ship *Eurydice*, a frigate, foundered near the Isle of Wight; 300 lives lost.

1878, Sept. 3.—British iron steamer *Princess Alice* sunk in collision in the Thames; 700 lives lost.

1878, Nov. 25.—Steamer *Pomerania* sunk in midnight collision with a bark in the English Channel; 47 lives lost.

1878, Dec. 18.—French steamer *Byzantin* sunk in collision in the Dardanelles with the British steamer *Rinaldo*; 210 lives lost.

1879, Dec. 2.—Steamer *Borusia* sunk off coast of Spain; 174 lives lost.

1880, Jan. 31.—British training ship *Atlanta*, left Bermuda with 290 men and was never heard from.

1880, Nov. 24.—French steamer *Oncle Joseph* sank by collision off Spezzia; 250 lives lost.

1881, May 24.—Steamer *Victoria* capsized in Thames River, Canada; 200 lives lost.

1881, Aug. 30.—Steamer *Teuton* wrecked off the Cape of Good Hope; 200 lives lost.

1883, July 3.—Steamer *Daphne* turned turtle in the Clyde; 124 lives lost.

1884, Jan. 18.—American steamer *City of Columbus* wrecked off Gay Head Light, Mass.; 99 lives lost.

1884, April 3.—Steamer *Daniel Steinman* wrecked off Sambro Head, N. S.; 131 lives lost.

1884, April 19.—Bark *Ponema* and steamship *State of Florida* sank in midocean after collision; 145 lives lost.

1884, July 23.—Spanish steamer *Gijon* and British steamer *Lux* in collision off Finistere; 150 lives lost.

1886, March 14.—Steamship *Oregon*, Cunard Line, run into by unknown steamer, eighteen miles east of Long Island, sank eight hours afterward; no lives lost.

1887, Jan. 29.—Steamer *Kapunda* in collision with bark *Ada Melore* off coast of Brazil; 300 lives lost.

1887, Nov. 15.—British steamer *Wah Young* caught fire between Canton and Hongkong; 400 lives lost.

1887, Nov. 19.—Steamer *W. A. Scholten* sunk by collision in the English Channel; 134 lives lost.

1888, Aug. 14.—Steamship *Geiser* sunk by collision with the *Thingvalla*; 105 lives lost.

1888, Sept. 13.—Italian steamship *Sud America* and steamship *La France* in collision near the Canary Islands; 89 lives lost.

1889, March 16.—United States warship *Trenton*, *Vandalia*, and *Nipsic* and German ships *Adler* and *Eber* wrecked on Samoan Islands; 147 lives lost.

1890, Jan. 2.—Steamer *Persia* wrecked off Corsica; 130 lives lost.

1890, Feb. 17.—British steamer *Duburg* wrecked in China sea; 400 lives lost.

1890, March 1.—British steamship *Quetia* foundered in Torres Straits; 124 lives lost.

1890, Sept. 19.—Turkish frigate *Ertogrul* foundered off Japan; 540 lives lost.

1890, Dec. 27.—British steamer *Shanghai* burned in China Sea; 101 lives lost.

1891, March 17.—Anchor liner *Utopia* in collision with British steamer *Anson* off Gibraltar and sunk; 574 lives lost.

1891, April 16.—British ship *St. Catharis* wrecked off Caroline Island; 90 lives lost.

1892, Jan. 13.—Steamer *Namehow* wrecked in China Sea; 414 lives lost.

1892, Oct. 28.—Anchor liner *Romania* wrecked off Corsica; 113 lives lost.

MARINE DISASTERS—Continued.

1893, Feb. 8.—Anchor Line Trinalria wrecked off Spain; 115 lives lost.

1893, Feb. 11.—Steamer Naronic, White Star Line, lost on the Atlantic and never heard from; 74 lives lost.

1893, June 22.—British battleship Victoria sunk in collision with the Camperdown off Syria; 357 lives lost.

1894, Nov. 1.—Steamer Wairaro wrecked off New Zealand; 134 lives lost.

1895, Jan. 30.—German steamer Elbe sunk in collision with British steamer Crathie in North Sea; 335 lives lost.

1895, March 11.—Spanish cruiser Reina Regenta foundered in Atlantic at entrance to Mediterranean; 400 lives lost.

1895, May 28.—French steamer Dom Pedro wrecked off coast of Galicia; about 100 lives lost.

1896, June 17.—Steamer Drummond Castle wrecked off Brest, France; about 250 lives lost.

1897, March 7.—Steamship Ville de St. Nazaire, French Line, burned in a storm off Cape Hatteras; 40 lives lost.

1898, July 2.—Steamship La Bourgoyne rammed British steel sailing vessel Cromartyshire and sank rapidly; 584 lives lost.

1904, June 15.—Gen. Slocum, excursion steamboat, with 1,400 persons aboard; took fire going through Hell Gate, East River; more than 1,000 lives lost.

1904, July 3.—Steamship Norge foundered at sea; 519 lives lost.

1905, Sept. 12.—Japanese warship Mikasa sunk after explosion in Sasebo Harbor; 599 lives lost.

1907, Feb. 12.—Steamship Larchmont in collision with Harry Hamilton in Long Island Sound; 183 lives lost.

1907, Feb. 21.—English mail steamship Berlin wrecked off the Hook of Holland; 142 lives lost.

1907, Feb. 24.—Austrian Lloyd steamship Imperatrix, from Trieste to Bombay, wrecked on Cape of Crete and sunk; 137 lives lost.

1907, January.—British steamship Pengwern foundered in the North Sea; crew and 24 men lost.

1907, January.—Prinz Waldemar, Hamburg-American Line, aground at Kingston, Jamaica after earthquake; 3 lives lost.

1907, February.—French warship Jean Bart sunk off coast of Morocco.

1907, March.—Steamship Congo sunk at mouth of Ems River by German steamship Nerissa; 7 lives lost.

1907, March.—French warship Jena blown up at Toulon; 120 lives lost.

1907, June.—Steamship Aden sunk off Socotra, on the east coast of Africa; 78 lives lost.

1907, July.—Steamship Columbia sunk off Shelton Cove, Cal., in collision with steamship San Pedro; 50 lives lost.

1908, Feb. 3.—Steamship St. Cuthbert, bound from Antwerp to New York, burned at sea off Nova Scotia; 15 lives lost.

1908, April 25.—British cruiser Gladiator rammed by American liner St. Paul off Isle of Wight; 30 lives lost.

1908, July.—Chinese warship Ying King foundered; 300 lives lost.

1908, Aug. 9.—Steamship Prudentia lost on voyage to Argentina.

1908, Aug. 23.—Norwegian steamship Folgefouden sunk; many lives lost.

1908, Nov. 5.—Steamship Archimedes lost in Baltic Sea; 10 drowned.

1908, Nov. 26.—Steamship Finance sunk by steamship Georgic off Sandy Hook; 4 lives lost.

1908, Nov. 6.—Steamship Taish sunk in storm off Etoro Island; 150 lives lost.

1908, Nov. 27.—Steamship San Pablo sunk off Philippine Islands; 100 lives lost.

1908, Dec. 13.—Steamship Ginsei Maru wrecked off Wei-Hai-Wai and crew and passengers drowned.

1908, Dec. 4.—Steamship Soo City foundered off Newfoundland; crew lost.

1909, Jan. 24.—Steamship Republic rammed off Nantucket by steamship Florida; 8 lives lost in collision; vessel sank; help received by wireless.

1911, Feb. 2.—Steamship Abenton wrecked 70 lives lost.

1911, April 23.—Steamship Asia ran aground; 40 lives lost.

1911, Sept. 5.—Steamship Tuscapel wrecked 81 lives lost.

1911, Oct. 2.—Steamship Hatfield in collision and sunk; 20 lives lost.

1911, April 2.—Steamship Koombuna wrecked; 150 lives lost.

1912, Jan. 18.—Wistow Hall, British steamer, foundered off coast of Aberdeenshire, Scotland; 53 drowned.

1912, Feb. 13.—Ryoha Maru and Mori Maru, Japanese steamers, sunk in collision off Nagasaki; 46 lives lost.

1912, March 21.—Steamship Cachepol sunk after an explosion of her boilers, off the west coast of Peru; 70 lives lost.

1912, April 8.—Nilé excursion steamer sunk in collision near Cairo, Egypt; 200 lives lost.

1912, April 15.—Steamship Titanic, White Star Line, struck an iceberg and sank; 1,517 lives lost.

1912, April 30.—Coasting boat Texas, Archipelago Steamship Company, sunk by a submarine mine at the entrance to Smyrna Bay; 69 lives lost.

1912, Sept. 23.—Russian steamer Obnevka sunk in Dvina River; 115 lives lost.

1913, Jan. 8.—Steamer Rosecrans sunk with 33 men on Pacific Coast.

1913, May 22.—French Messageries Maritimes liner Sénégal blown up by a mine in the Port of Smyrna; about 200 lives lost.

1913, May 26.—Steamship Nevada blown up by a mine in the Port of Smyrna; about 245 lives lost.

1913, Aug. 18.—State of California, steamer struck rock in Alaskan Sea and sank almost immediately; 32 perished.

OPERATIONS OF THE UNITED STATES LIFE-SAVING SERVICE.

During the year ending June 30, 1912, a total of 1,730 vessels were reported by keepers of life-saving stations as having sustained casualties, more or less serious, within the field of service operations. Of these vessels, 455 were documented and 1,275 undocumented, the latter class comprising launches, sailboats, rowboats, etc.

Of the 455 documented vessels, 46 were lost; of the 3,731 persons on board, 6 were lost; 280 persons were succored at stations and 612 days' succor was afforded. The value of the vessels involved was \$9,396,480; value of cargoes, \$2,499,725; total value of property involved, \$11,896,205; value of property saved, \$9,860,995; value of property lost, \$2,035,210.

Of the 1,275 undocumented vessels, 13 were totally lost; of the 3,462 persons on board, 10 perished, 164 persons were succored at stations and 202 days' succor was afforded. The value of the vessels involved was \$1,314,420; value of cargoes, \$37,680; total value of property involved, \$1,352,100; value of property saved, \$1,294,175; value of property lost, \$57,925.

Of course these figures do not represent the entire amount saved by the service. A considerable portion was saved by salvage companies, wrecking tugs and other instrumentalities, often working in conjunction with the seamen. It is equally impossible to give an approximate estimate of the number of lives saved. Often a vessel with a long passenger list and a large cargo was saved only by the warning signals of the patrolman, while in many cases, either where vessels suffered actual loss or where they were warned of danger, no loss of life would have resulted, even though no aid had been rendered.

GENERAL SUMMARY OF OPERATIONS SINCE THE INTRODUCTION OF THE PRESENT LIFE-SAVING SYSTEM, 1871-1912.

Since the introduction of the present life-saving system, the disasters at sea have totaled 24,441, and the number of persons involved 159,332, this number including persons rescued not connected with vessels involved in disaster. The number of lives lost was 1,330. Eighty-five of these were lost at the disaster to the steamer "Metropolis" in 1877-78, when service was impeded by distance, and fourteen others in the same year owing to similar causes. The number of persons succored at stations, inclusive of those not connected with vessels involved in disaster, was 24,201, and the days' succor afforded was 54,516.

The total value of the vessels involved in disaster was \$231,360,845, of which amount \$86,909,229 represented the value of cargoes involved. \$256,228,037 was saved and \$62,042,037 was lost.

UNITED STATES STEAMBOAT INSPECTION SERVICE.

This service is now under the jurisdiction of the Department of Commerce and Labor. The Supervising-Inspector General reported

that for the fiscal year ending June 30, 1912, the number of annual certificates of inspection issued to domestic steam, motor, sailing vessels and barges, was 7,398; number of certificates issued to foreign passenger steam vessels 438, making a total of 7,836. The number of new life preservers inspected was 244,565, of which number 2,750 were rejected. 3,786 marine boiler plates were tested at the mills by assistant inspectors. There were 7,616 applicants for original and renewal of licenses examined for color-blindness, 206 of whom were found color blind and rejected. During the year there were 3 accidents caused by fire, resulting in the loss of 4 lives; 17 collisions in which 31 lives were lost; 8 explosions or accidental escape of steam, resulting in the loss of 14 lives; 32 killed as a cause of 11 accidents from striking snags, wrecks and sinking; 139 cases of accidental drowning and 44 deaths by miscellaneous accidents. During the fiscal year 307,692,494 passengers were carried on steam vessels that are required by law to report the number of passengers carried. Taking the total number of lives lost as 264, it is seen that 1,165,501 passengers were carried for each life lost, whether of passengers or crew, and from all causes.

UNITED STATES REVENUE CUTTER SERVICE.

The United States Revenue Cutter Service, organized in 1790, is a military arm of the Government attached to and under the direction of the Treasury Department. It is charged with the enforcement of the navigation and customs laws of the United States, the assistance of vessels in distress, the protection of the sealing industry in Alaska, the enforcement of quarantine laws, the destruction of derelicts and other dangers to navigation and numerous other duties. There are in the service 228 commissioned officers and cadets and 1,500 petty officers and enlisted men. 43 vessels, including 2 tug-boats and 6 launches, are used in the service.

COAL CONSUMPTION OF OCEAN STEAMERS.

The amount of coal consumed by a steamship increases much faster than the rate of increase of speed. This is shown in the following table, which applies to a "typical vessel" of 10,000 gross tons.

Knots.	Tons of Coal Consumed per Day.	Number of Firemen Required.	Mileage per Year.
10	44	15	42,000
11	53	18	46,200
12	65	22	50,400
13	79	26	54,600
14	96	32	58,800
15	117	39	63,000
16	144	48	67,200
17	173	58	71,400
18	209	70	75,600
19	254	85	79,800
20	305	102	84,000
21	371	127	88,200

AROUND THE WORLD IN THIRTY-SIX DAYS.

When Jules Verne wrote his fascinating story, "Around the World in 80 Days," he probably did not realize that within a comparatively short period this trip could be made in much abbreviated time. In fact Phineas Fogg could now make the complete circuit of the earth in slightly less than thirty-six days.

Numerous attempts have been made to beat the fictional record of Phineas Fogg by both men and women. The first of these journeys around the world against time was made in 1889 by Nellie Bly in 72 days 6 hours 11 minutes and 14 seconds. Geo. Francis Train made the trip in 1890 in 67 days 12 hours and 3 minutes. In 1901 Charles Fitzmorris made the trip in 60 days 13 hours 29 minutes and 42 2-5 seconds, in the race of schoolboys conducted by the Hearst papers.

Fitzmorris left Chicago.....May 20, 1901
 New York.....May 22, 1901
 Berlin.....May 30, 1901
 Moscow.....June 1, 1901
 Irkutsk.....June 10, 1901
 Stretensk, Siberia June 13, 1901
 Blagoveschensk June 21, 1901
 Vladivostok....June 27, 1901
 Yokohama.....July 5, 1901
 Victoria, B. C...July 16, 1901
 Arrived in Chicago.....July 20, 1901

The first record breaker to use the Trans-Siberian Railway was Henry Frederick, who in 1903 made the circuit in 54 days 7 hours 20 minutes. In 1907 Col. Burnley Campbell reduced the time to 40 days 19 hours 30 minutes. In 1911 Andrew Jaeger-Schmidt made a record-breaking trip, the elapsed time being 39 days 19 hours 42 minutes 37 4-5 seconds.

July 17, 1911, 1:15 P.M., left Paris,
 July 20, Moscow,
 July 22, Omsk,
 July 25, Irkutsk,
 July 28, Harbin
 July 29, Vladivostok,
 July 31, Yokohama,
 Aug. 12, Vancouver,
 Aug. 18, Montreal,
 Aug. 19, New York
 Aug. 26, Paris.

This trip cost \$1,426. Of this amount only \$596 was spent for railroad fare and transportation, while \$600 went in tips and gratuities.

The record of Jaeger-Schmidt was broken in 1913 by John Henry Mears by 3 days 22 hours and 37 seconds. Mears made the world trip of 21,066 miles in 35 days 21 hours 35 minutes and 4-5 seconds, thus traveling at an average speed of 587 miles a day or 24½ miles an hour. Jaeger-Schmidt had traveled 19,300 miles at an average daily rate of 480 miles, or 20 miles an hour.

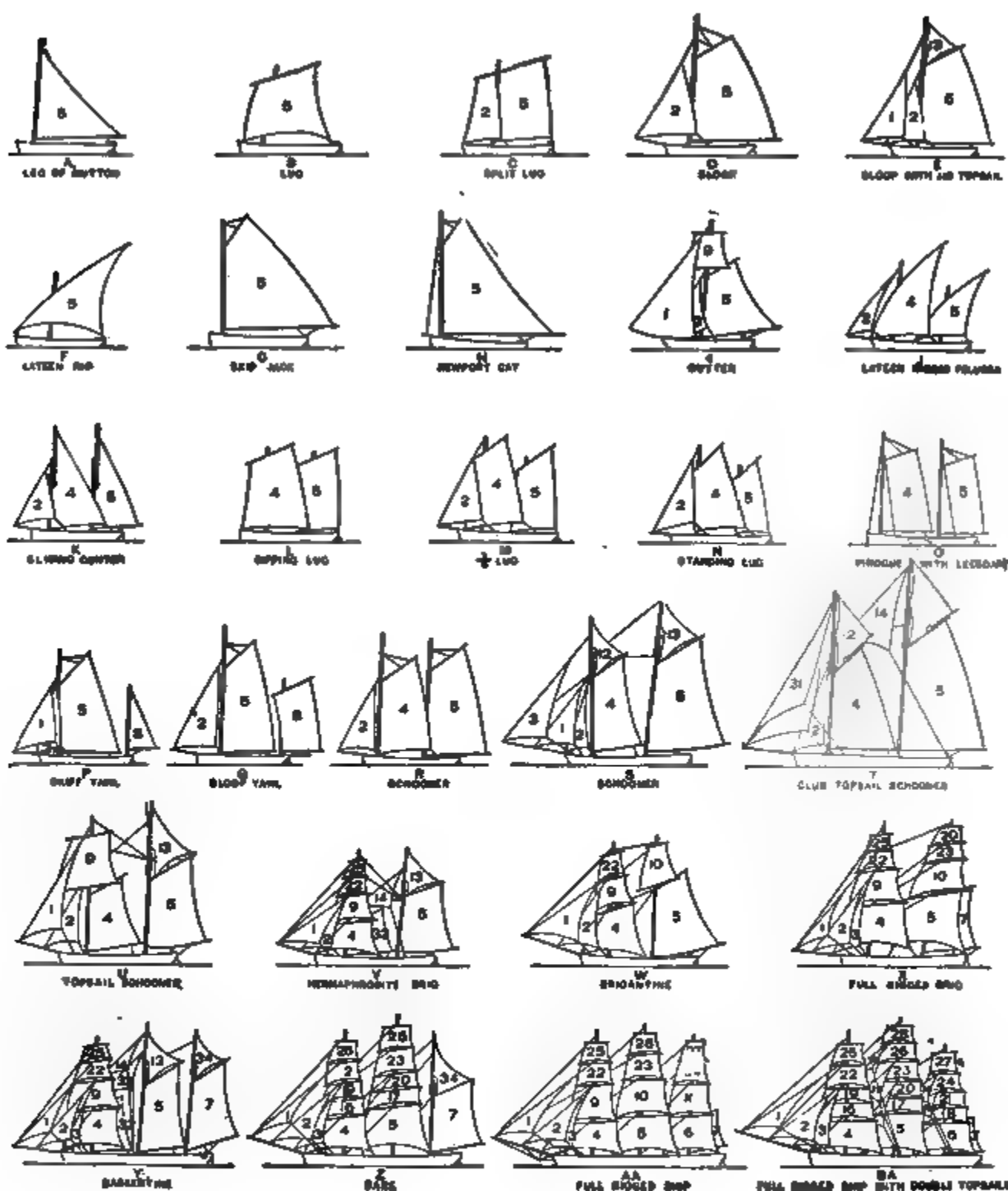
Mears left New York....July 2, at 12.45 a.m.
 Berlin.....July 9
 St. Petersburg July 12
 Harbin.....July 21
 Yokohama....July 24
 Victoria.....Aug. 2
 St. Paul.....Aug. 5
 Chicago.....Aug. 5
 Arrived in New York:....Aug. 6, at 10.20 p.m.

During the entire trip Mr. Mears slept in a hotel but once, and that was for two hours in London. The trip cost less than \$800; this includes the liberal tips he distributed along the way and the money he spent in bribing the engine crew on the Trans-Siberian Railway.

An interesting feature of the trip was the flight of fifteen miles in an hydroaeroplane over Puget Sound from a yacht to Seattle. Mr. Mears stated after his trip that in order to break his record it would probably be necessary to resort to the use of an aeroplane from Fishguard to London and from Dover to Moscow, then cutting off about two days. It is expected that the new record will stand for years.

The record around the globe by the westward route is claimed by Daniel D. Bidwell, who in 1911 made the complete circuit in 47 days and 22 hours. The route taken by Mr. Bidwell took in Montreal, Vancouver, Yokohama, Vladivostok, Moscow, Dover, and back to New York.

On July 23, 1911, a bicyclist named Pankratow started on a trip around the world on a bicycle from Harbin, Manchuria. He finished on Aug. 10, 1913, having ridden around the world on his wheel in two years and eighteen days.



RIGS OF SAILING VESSELS.

While there are not quite so many different rigs of sailing vessels as there are vessels, there are a great many, some of them differing but slightly from others, and there is much confusion of nomenclature, even among those who should know better than to get the rigs mixed in their minds. To aid in dispelling misunderstandings as to the names of the rigs of vessels, or as to how certain named rigs are to be understood, the accom-

panying illustrations have been prepared, showing a wide range from the smallest and the most simple sailing vessels to the largest and most complicated.

In the first place we may make a distinction by reason of the number of masts, which ranges from one to five. The second distinction may be in the manner in which the sails are attached, extended, and maneuvered; some being on horizontal yards swinging

crosswise of the mast, some on yards which lie obliquely to the horizontal, others having booms or gaffs attached at only one end to the mast, and others again having no sprit or spar by which to aid in their extension. Some sails are triangular, others have four well defined sides. Some vessels have all the sails centered at the masts, or are square rigged; in others all the sails are "fore and aft;" and others again have the sails on one or more masts of different type from those on the other or others; while in some, part of the sails on a mast are of one type and the rest of one or more others.

Referring to the illustrations, and considering only the number of masts: A to I inclusive have but one; J to X inclusive, two; and the rest have three. There are vessels having four and even five masts, but these do not require illustration as the sails on the other mast or masts are of the same general type as those on the three.

Of sails we have as distinct types No 5 A, which is a leg of mutton, having a boom to extend its lower edge; 5 B, which is a square sail, having its upper edge extended by a yard and found also at 4 and 5 L, M and N, 4 V, W, X, Y, Z, AA and BA; 5 X, Z, AA and BA, and 6 AA and BA. All these square sails have no yard to extend them on their lower edges.

In vessels F and J there will be seen to be one long yard at an angle to the mast and having its lower end made fast to a convenient point below. This is called a lateen rig.

In vessels D, E, G, H, I, O, P, Q, R, S, T, U, V, W, Y, all sails marked 5 are bent to the mast at their inner edge, and extended by a boom below and a gaff above. These are fore and aft sails. Other fore and aft sails, bent to stays and not to any mast, boom or yard, are the stay sails seen in vessels D, E, I, J, K, M, N, and on all the others from P on, inclusive. The particular sail on vessel A is a leg of mutton sail; on B, a lug sail or lug; on C, a split lug, differing from that on B by one portion being bent to the mast as well as to the yard above. In vessel K may be seen a "sliding gunter," the upper portion of which is extended by a spar which is hoisted alongside of the mast, constituting, practically, a sliding topmast; the sail being bent to both halves of the mast proper. On vessel L there is a dipping lug, and on M a three-quarter lug.

In S we see a schooner the topsails of which, marked 12 and 13, are extended by the topmast and the gaff; these being called gaff-topsails; while in T they have at their lower edges comparatively short spars called clubs, by which they may be more flatly strained than where the attachment is made directly to the corner (or clew) of the sail. In BB we see the topsails double; that is, instead of there being only one sail to the topmast, as in AD, 9, 10, 11, they are double, the upper half being bent to the regular yard above, and the other to a yard which is hoisted on the mast; the object being to enable the sail area to be more readily reduced than by reefing one large sail.

Taking the different rigs in order as lettered, A, is a leg of mutton, B a lug, C a split lug, D a sloop (having a single mast and only fore and aft sails), E a sloop having a gaff topsail, F a lateen rig, G a skipjack (having no bowsprit and no staysail nor topsail), H a cat-

boat (which differs from the skipjack only in the hull), I the cutter as known in the United States Navy (distinguished by being sloop rigged, with a square topsail instead of a gaff topsail or a club topsail), J a lateen rigged felucca, K a sliding gunter (having practically a sliding topmast to which as well as to the mast the sail is bent), L a dipping lug, M a three-quarter lug, N a standing lug (one lower corner of the sail being secured to the mast, and the lower edge being extended without a boom), O a pirogue (having no bowsprit, no staysails, and no topsails, and being fitted with a lee board as shown), P a sloop yawl (having a small mast stepped astern and bearing a leg of mutton sail), Q a sloop yawl with a jigger.

R is a schooner having two masts, both fore and aft rigged; this one having no topsails and only one staysail; S a schooner with gaff topsails (sometimes called a gaff topsail schooner), T a schooner with club topsails (sometimes called a club topsail schooner), U a topsail schooner (having a square topsail on the foremast and a gaff topsail on the mainmast), V a hermaphrodite or modified brig (two masted and having the foremast square rigged and the mainmast fore and aft rigged), W a brigantine (having two masts, the foremast being square rigged and the mainmast having square topsails and but a mainsail extended by gaff and boom), X a brig (a two masted vessel square rigged on both masts), Y a barkentine (having three masts, the foremast being square rigged and the other two fore and aft rigged), Z a bark (having three masts, the foremast and mainmast being square rigged and the mizzenmast fore and aft rigged), AA a full rigged ship (having three masts, all square rigged), and BA a full rigged merchant ship (having double topsails as before explained).

The sails as illustrated on all the vessels shown bear the same numbers for the same name throughout. In all, 1 is the flying jib, 2 the jib, 3 the foretopmast staysail, 4 the foresail, 5 the mainsail, 6 the cross jack sail, 7 the spanker, 8 the jigger, 9 the fore topsail, 10 the main topsail, 11 the mizzen topsail, 12 the fore gaff topsail, 13 the main gaff topsail, 14, the main topmast staysail, 15 the mizzen topmast staysail, 16 the lower fore topsail, 17 the lower main topsail, 18 the lower mizzen topsail, 19 the upper fore topsail, 20 the upper main topsail, 21 the upper mizzen topsail, 22 the fore topgallant sail, 23 the main topgallant sail, 24 the mizzen topgallant sail, 25 the fore royal, 26 the main royal, 27 the mizzen royal, 28 the main skysail, 29 the main topgallant staysail, 30 the mizzen topgallant staysail, 31 the jib topsail, 32 the fore trysail, 33 the staysail, 34 the gaff topsail, 35 the main royal staysail.

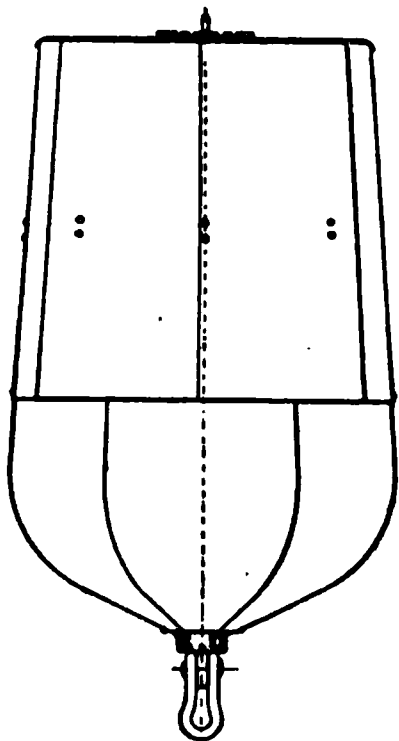
There are other kinds of sails not shown, as for instance studding sails, which are extended by yards on square rigged vessels, and other staysails than those shown may be set when the wind is light and they can be used to advantage to catch any wind.

There are other rigs which embody the features of those already shown, such for example as the three masted, four masted, and five masted schooners, the four masted and five masted ships and the four masted

shipentine, all of which are an extension of the rigs shown.

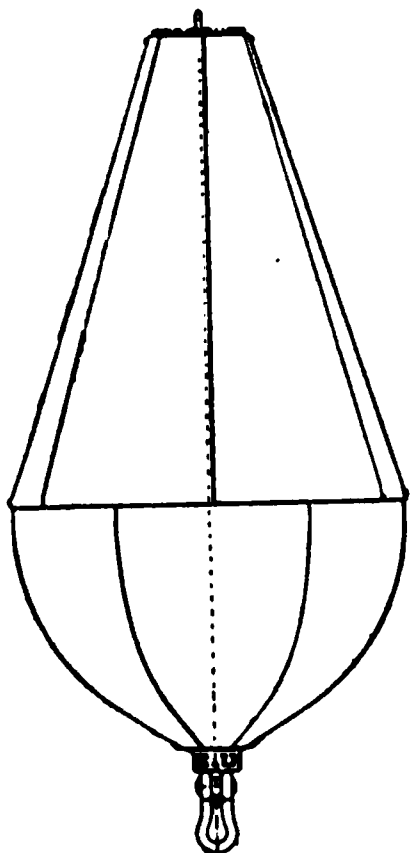
BUOYS.

In the United States it is customary to mark channels with red and black buoys. As the channel is entered from the sea the red buoys are on the starboard, or right side, and the black buoys on the port. Usually there is a difference in form between the two sets of buoys. The starboard or red buoys are of the type known as "nun" buoys,



CAN BUOY

sometimes called "nut" buoys, the part that projects out of the water being conical in form. The port or black buoys are of the type known as "can" buoys, the part that projects out of the water having the form of a



NUN BUOY

plain cylinder or else a slightly tapered cylinder. In winter weather in waters where there is apt to be a great deal of ice, "spar" buoys are used instead of "can" and "nun"

buoys, the "spar" buoys having the shape of a spar as the name implies. In Europe buoys are not as consistently used as in the United States and it is impossible for us to summarize here the significance of the different buoys in various European ports. At night certain channels are marked by "light" buoys; that is, buoys fitted with acetylene, Pintsch gas, or electric lights.

NAUTICAL TERMS

Abaft: Toward the stern or end of the vessel.

Aft: Toward the stern or end of the vessel.

Alleyway: The ship's passageway.

Altitude: This is the angular distance of the pole above the horizon.

Bower Anchor: This is an anchor which is ready for immediate use.

Bulkhead: A longitudinal or transverse partition.

Cart: A sea map.

Deadlight: This is a covering of wood or metal used in severe weather to protect glass portholes or windows.

Equinox: This is the equal length of the day and night occurring toward the end of March and September.

Ebb-Tide: Falling tide.

Forward: Toward the bow or front of the vessel.

Fore-and-aft: This refers to the length of the ship.

Fo'castle: This was formerly the seamen's quarters, but in the modern vessel they are quartered almost anywhere near their work.

Fathom: Six feet.

Flood-Tide: Rising tide.

Galley: This is the kitchen.

Height of tide: This is the difference between the level of high water and that of low water.

Larboard: The opposite of starboard; port is the later and more preferred term.

Lee-side: This is the side away from the wind.

Latitude: Distance directly North or South of the Equator.

Longitude: Distance directly East or West of the meridian of Greenwich.

Lights of vessels: These are the port and starboard lights, red and green, respectively, besides a white light in the foretop.

Mid-ship: This means the point which is equidistant between the bow and the stern.

Neap-tide: This is low tide caused by the sun and moon being farthest apart.

Port: This is the left-hand side of the ship looking toward the bow.

Porthole: A stateroom window secured in a massive metal ring adapted to be closed tightly.

Starboard: This is the right-hand side of the ship looking toward the bow.

Scuppers: Channels for water, usually at the outer edge of the deck.

Soundings: Depth of water in fathoms.

Spring-tide: This is high tide caused by the sun and moon being on the meridian together.

Sheet-anchor: This is a spare anchor which is reserved for emergencies.

Thwartship: Crosswise to the ship.

Weather-side: This is the side of the ship toward the wind.



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A GRAPHICAL COMPARISON OF THE PROVISIONS OF A TRANSATLANTIC LINER. (See next page.)



IT IS BETTER TO BE SAFE THAN SORRY.
Testing temperature of sea water.

PROVISIONING THE "KRONPRINZ WILHELM" FOR A SINGLE TRANSATLANTIC TRIP.

The Book of Genesis does not record the tonnage of the huge vessel which finally stranded on Mount Ararat, after finishing the most wonderful voyage ever described in the annals of mankind. But it is quite safe to assume that the dimensions of the Ark, that old-time floating storehouse, are exceeded in size by the largest of steamships now crossing the Atlantic.

Not the least striking evidence of the size of these modern monsters of the deep is afforded by the vast quantities of food which must be taken aboard for a single six-day trip across the Atlantic. For the 1,500 passengers and the several hundred men constituting the crew, carloads of food and whole tanks of liquids are necessary. To enumerate in cold type the exact quantities of bread, meat, and vegetables consumed in a weekly trip would give but an inadequate idea of the storing capacity of a modern liner. We have, therefore, prepared a picture which graphically shows by comparison with the average man the equivalent of the meat, poultry, and bread-stuffs, as well as the liquors used. Each kind of food has been concentrated into a giant unit, compared with which the figure of the average man seems puny.

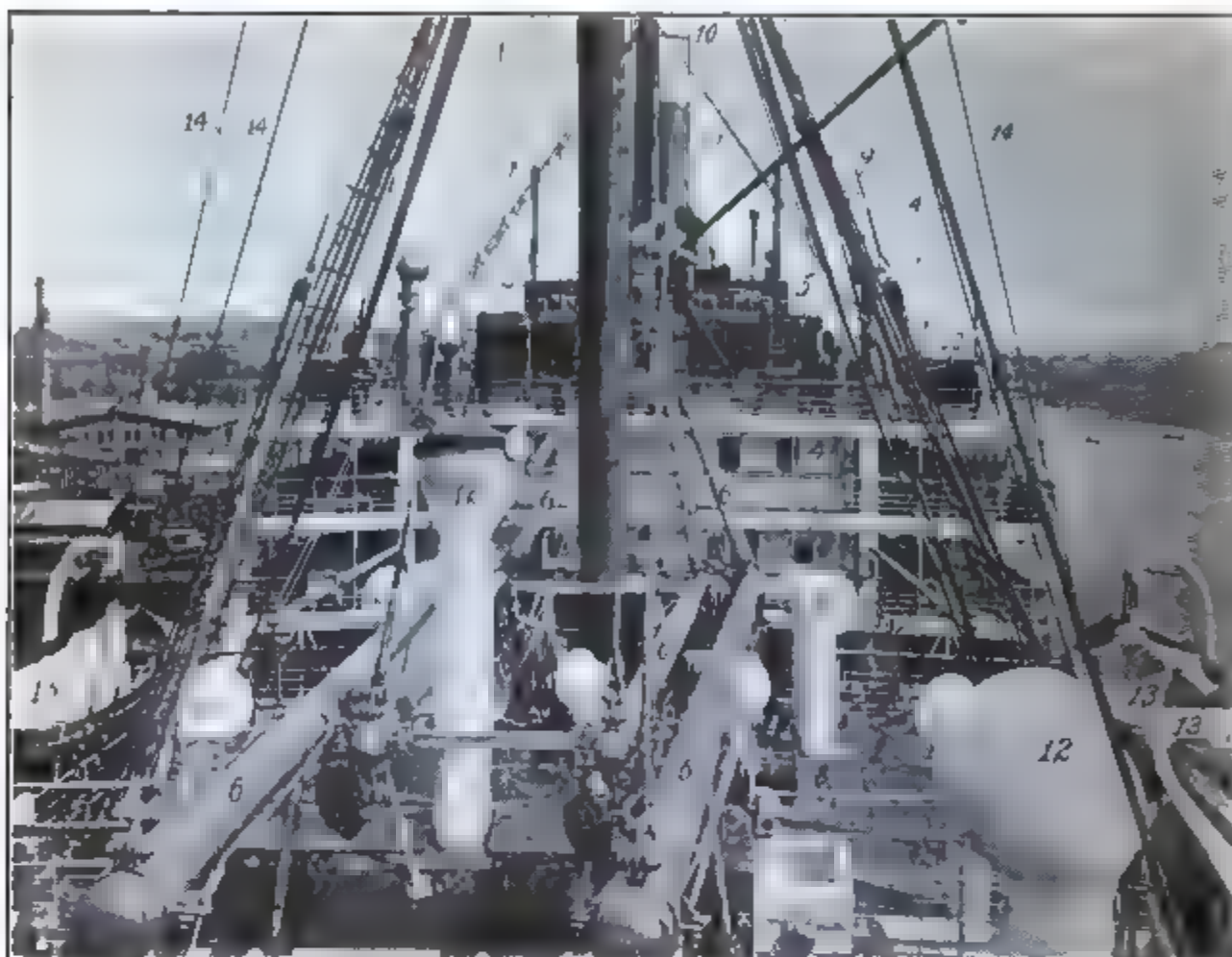
On the "Kronprinz Wilhelm," of the North German Lloyd Line, which steamship we have taken for the purpose of instituting our comparisons, some 19,800 pounds of fresh meat and

14,300 pounds of salt beef and mutton, in all 34,100 pounds of meat, are eaten during a single trip from New York to Bremen. This enormous quantity of meat has been pictured in the form of a single joint of beef, which, if it actually existed, would be somewhat less than 10 feet high, 10 feet long, and 5 feet wide. If placed on one end of a scale, it would require about 227 average men in the other end to tip the beam.

For a single voyage the "Kronprinz Wilhelm" uses 2,640 pounds of ham, 1,320 pounds of bacon, and 506 pounds of sausage—in all, 4,466 pounds. Since most of this is pork, it may well be pictured in the form of a ham. That single ham is equivalent in weight to 374 average hams. It is $7\frac{1}{4}$ feet high, 3 feet in diameter and 2 feet thick.

The poultry eaten by the passengers of the steamer during a trip to Bremen or New York weighs 4,840 pounds. Suppose that we show these 4,840 pounds of poultry in the form of a turkey, dressed and ready for the oven. The bird would be a giant 10 feet long, 8 feet broad, and 5 feet high.

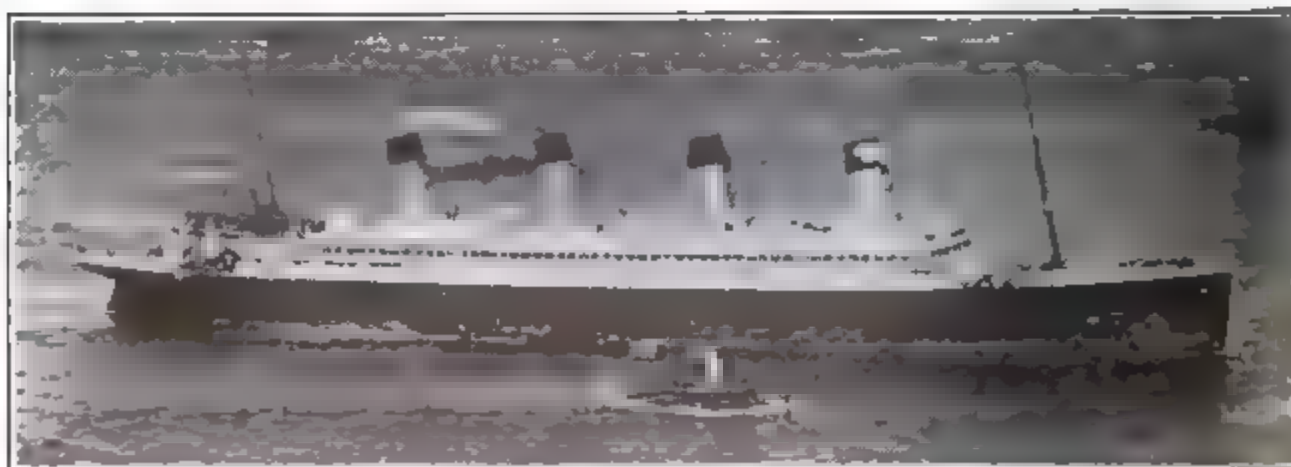
Sauerkraut, beans, peas, rice, and fresh vegetables are consumed to the amount of 25,320 pounds. Packed for market, these preserved and fresh vegetables would be contained in 290 baskets of the usual form, which piled up make a formidable truncated pyramid.



THE COMPLICATED GEAR OF A LARGE VESSEL.

Photograph taken on the "George Washington."

- | | |
|-------------------------|----------------------------|
| 1 Main Deck. | 8 Cargo Winches. |
| 2 Lower Promenade Deck. | 9 Rigging. |
| 3 Upper Promenade Deck. | 10 Derrick for Heavy Cargo |
| 4 Boat Deck. | 11 Smoke Funnel. |
| 5 Bridge Deck. | 12 Ventilators. |
| 6 Cargo Beams | 13 Boats |
| 7 Mast | 14 Back Stays. |
| 15 Skylights | |

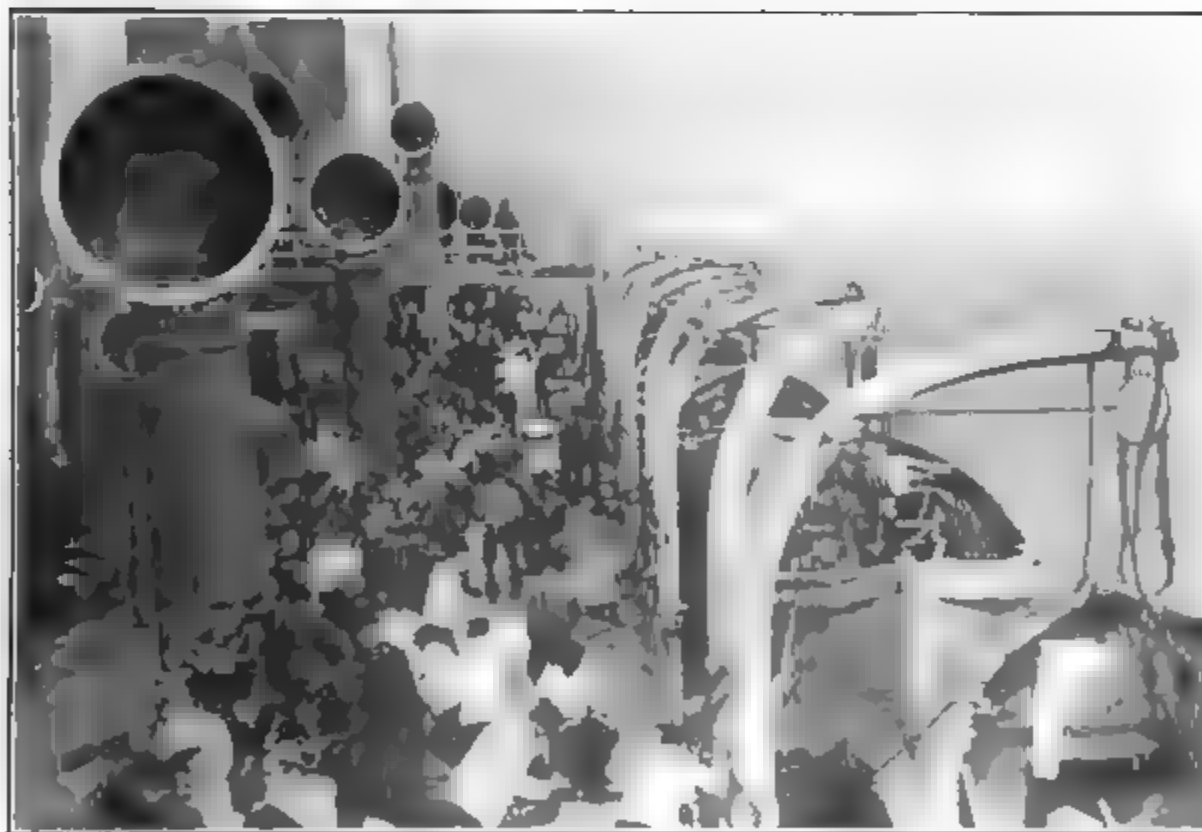


THE OLYMPIC ON HER MAIDEN VOYAGE.

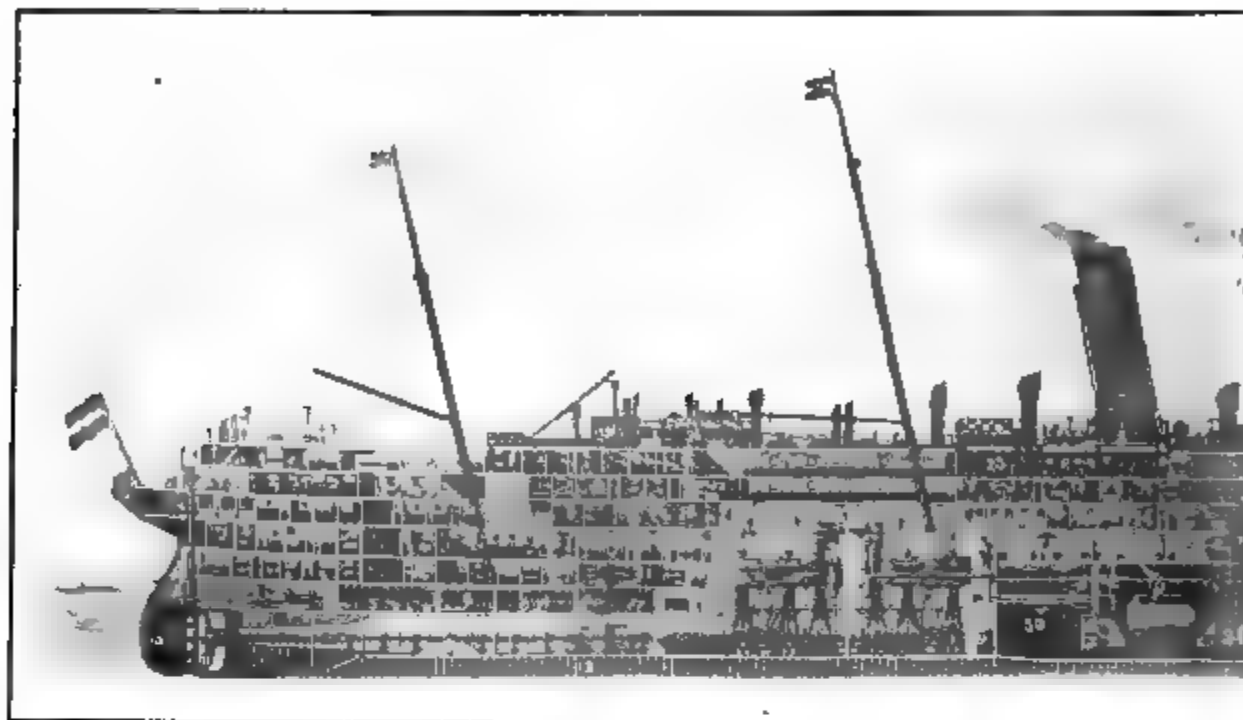


AMIDSHIPS THERE IS MORE SPACE TO WALK ON THE SUN DECK.

- | | |
|-------------------|------------------------|
| 1 Smoke Stack. | 7 Boat Tackle. |
| 2 Winter Garden. | 8 Ventilators. |
| 3 Boat Deck. | 9 Various Deck Houses. |
| 4 Sun Deck. | 10 Boat Winch. |
| 5 Boats | 11 Cargo Beams. |
| 6 Quadrant Davit. | 12 Awning Stanchions. |

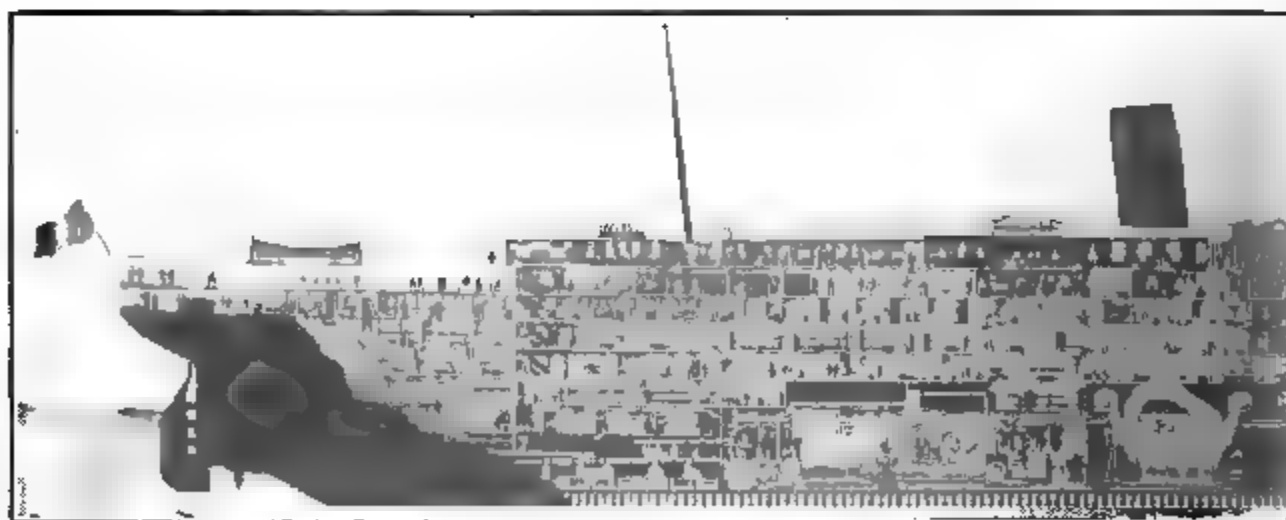


LIFEBOAT DRILL ON A TRANSATLANTIC LINER.
PROVISIONING THE BOATS.
Taken specially for this book.



LONGITUDINAL SECTION OF THE TWIN SCREW-

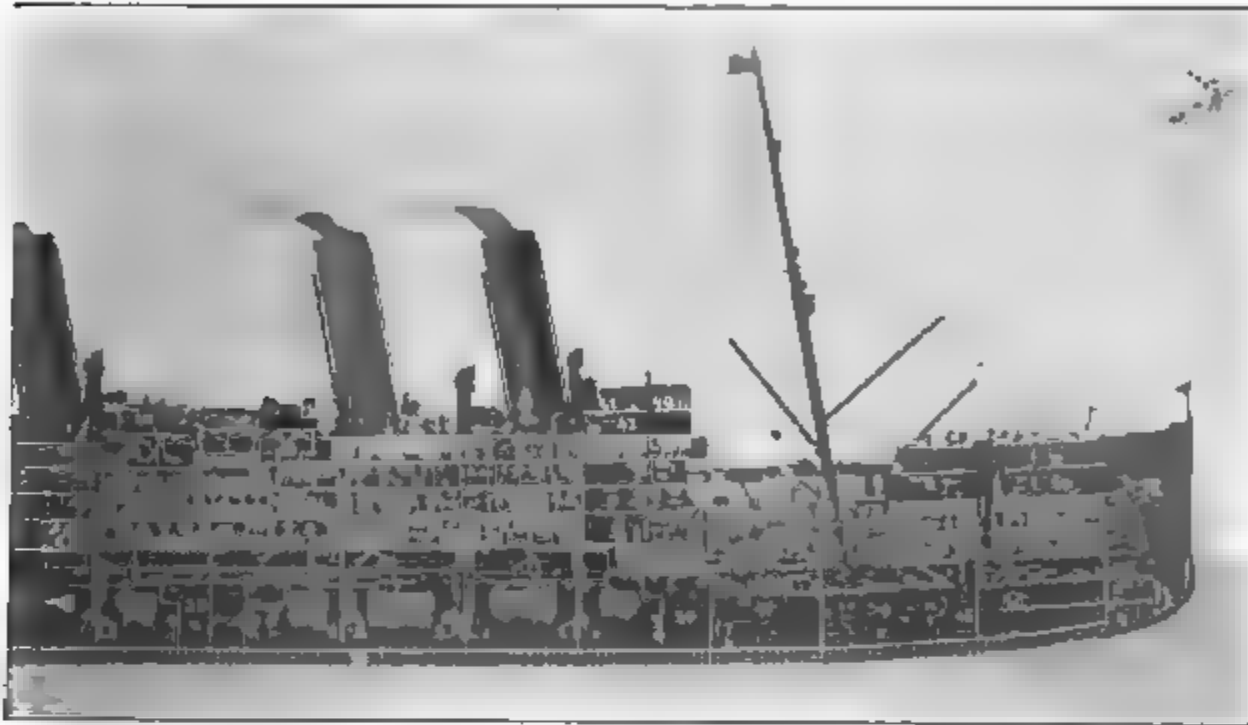
- | | |
|--------------------------------|------------------------------|
| 1. Second Class Promenade Deck | 14. Vienna cafe (smokers) |
| 2. Reserve rudder machine | 15. First class cabin |
| 3. Rudder machine | 16. Bathroom |
| 4. Second class Smoking room | 17. Lavatory |
| 5. Second class cabin | 18. Post office |
| 6. Second class Ladies' saloon | 19. Second class pantry |
| 7. Second class Dining room | 20. Second class kitchen |
| 8. Baggage room | 21. Firemen and trimmers |
| 9. Shaft tunnel | 22. Engine room |
| 10. Rudder | 23. First class Smoking room |
| 11. Screw | 24. First class cabins |
| 12. Double bottom | 25. Doctor's cabin |
| 13. Vienna cafe Shelter | 26. Barber's room |



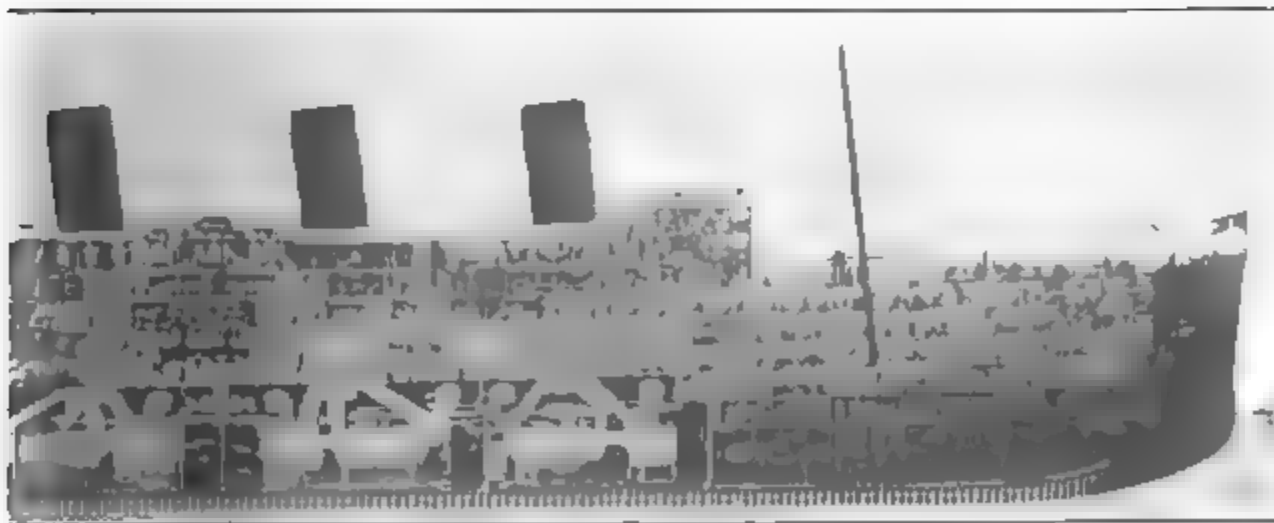
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TURBINES.

LONGITUDINAL SECTION OF THE TURBINE-DRIVEN

**EXPRESS STEAMER "KAISER WILHELM II."**

- | | |
|-------------------------------|------------------------------|
| 27. First class kitchen | 40. Navigating house |
| 28. First class pantry | 41. Chart house |
| 29. Scullery | 42. Captain's rooms |
| 30. Coal bunkers | 43. Reading and Writing room |
| 31. Boiler room | 44. Steerage kitchen |
| 32. Vienna cafe (non-smokers) | 45. Steerage |
| 33. Grand staircase | 46. Provision department |
| 34. Dining room | 47. Goods hold |
| 35. Social Hall | 48. Chains |
| 36. Children's saloon | 49. Sails |
| 37. Chief Steward's office | 50. Sailors |
| 38. Imperial suite | 51. Anchor machine |
| 39. First class cabins | 52. Anchor |

**BOILERS.****STEAMER "FRANCE," A FINE TYPE OF LINER.**

CHAPTER VII.

RAILROADS.

For invaluable information relative to Railroads, both for the United States and foreign countries, the Editor is indebted to Mr. Slason Thompson, Director of the Bureau of Railway News and Statistics, Chicago. A considerable number of the tables are printed through his courtesy, and a painstaking revision of this chapter is also due to him.

In single-track mileage the Bureau figures 95% of the total mileage operating in the United States; in traffic figures they cover 97.5%.

The passenger mileage is obtained

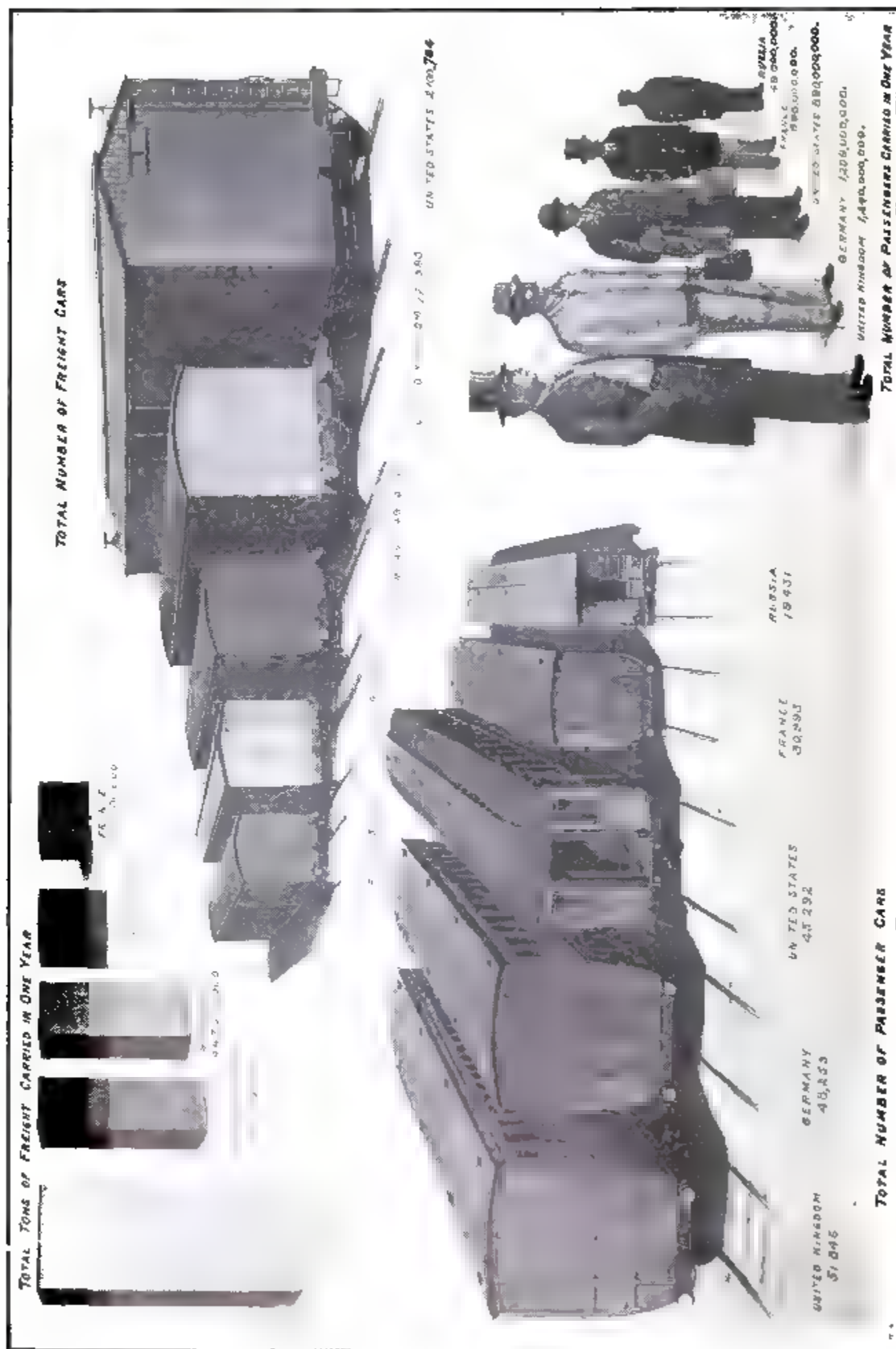
by multiplying the number of passengers carried by the average journey in miles. In the case of the United Kingdom that is an approximation of 7.8 miles, from the formula of the London Statist. Same is true of the average haul of 25 miles for freight in the United Kingdom. In this case it is corroborated by the individual figures of the Northeastern Railway of England, which is the only British road giving that information. The ton mileage can be obtained by multiplying the freight tons carried by the average haul in miles.



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POWER OF A MONSTER LOCOMOTIVE.

This huge Baldwin freight engine, weighing 300 tons, was built for the Southern Pacific Railroad. It is capable of hauling 10 miles an hour a train of 169 cars weighing, with load, 72 tons each. The train, weighing 10,000 tons, would reach for over a mile, or say, from City Hall Square to the Battery, New York. The lower cut represents the size of a single car, 200 feet by 45½ feet by 62 feet, that would be necessary to contain the load of wheat handled.



GROWTH OF RAILWAYS OF THE WORLD.

In the following table is given the mileage of the principal countries in the world from the earliest date available to the latest:

Country	Miles of Road Completed									
	Opened	1840	1850	1860	1870	1880	1889	1899	1910†	1912†
Great Britain...	1825	1,857	6,621	10,433	15,537	17,933	19,943	21,666	23,280	23,417
United States..	1827	2,818	9,021	30,626	52,922	93,296	160,544	.....	236,422	248,888
Canada.....	1836	16	66	2,065	2,617	7,194	12,535	17,250	24,731	26,727
France.....	1828	.....	1,714	5,700	11,142	16,275	21,899	26,229	29,364	30,119
Germany.....	1835	341	3,637	6,979	11,729	20,693	24,845	31,386	36,235	37,255
Belgium.....	1835	207	554	1,074	1,799	2,399	2,776	2,883	2,888	5,132
Austria (proper)	1837	.....	817	1,813	3,790	7,083	9,345	11,921	13,591	14,038
Russia in										
Europe.....	1838	.....	310	988	7,098	14,026	17,534	26,889	35,347	41,888
Italy.....	1839	13	265	1,117	3,825	5,340	7,830	9,770	10,425	10,425
Holland.....	1839	10	110	208	874	1,143	1,632	1,966	2,235	2,439
Switzerland....	1844	.....	15	653	885	1,596	1,869	2,342	2,791	3,034
Hungary.....	1846	.....	137	1,004	2,157	4,421	6,751	10,619	12,177	12,821
Denmark.....	1847	.....	20	69	470	975	1,217	1,764	2,121	2,121
Spain.....	1848	.....	17	1,190	3,400	4,550	5,951	8,252	8,961	9,272
Chili.....	1851	.....	.....	120	452	1,100	1,801	2,791	3,451	3,451
Brazil.....	1851	.....	.....	134	504	2,174	5,546	9,195	11,863	12,968
Norway.....	1854	.....	.....	42	692	970	970	1,231	1,608	1,845
Sweden.....	1856	.....	.....	375	1,089	3,654	4,899	6,663	8,321	8,554
Argentine Re-										
public.....	1857	.....	.....	.....	637	1,536	4,506	10,013	14,111	18,166
Turkey in										
Europe.....	.....	.....	.....	41	392	727	1,024	1,900	1,967	2,100
Peru.....	.....	.....	.....	47	247	1,179	993	1,035	1,470	1,470
Portugal.....	.....	.....	.....	42	444	710	1,118	1,475	1,689	1,689
Greece.....	1869	.....	.....	.....	6	7	416	604	845	979
Uruguay.....	1869	.....	.....	.....	61	268	399	997	1,371	1,443
Mexico.....	1868	.....	.....	.....	215	655	5,012	8,503	14,845	14,990
Roumania.....	.....	.....	.....	.....	152	859	1,537	1,920	1,976	2,153
Australia*.....	.....	.....	.....	.....	.....	789	4,850	11,111	17,956	18,195
Japan.....	1874	.....	.....	.....	.....	75	542	3,632	5,130	5,130
British India...	1853	.....	.....	838	4,771	9,162	15,887	23,523	30,809	32,099
China.....	1883	.....	.....	.....	.....	.....	124	401	4,997	5,274
Africa.....	.....	.....	.....	.....	.....	583	2,873	5,353	19,207	20,758

*Including New Zealand.

†Or latest figures.

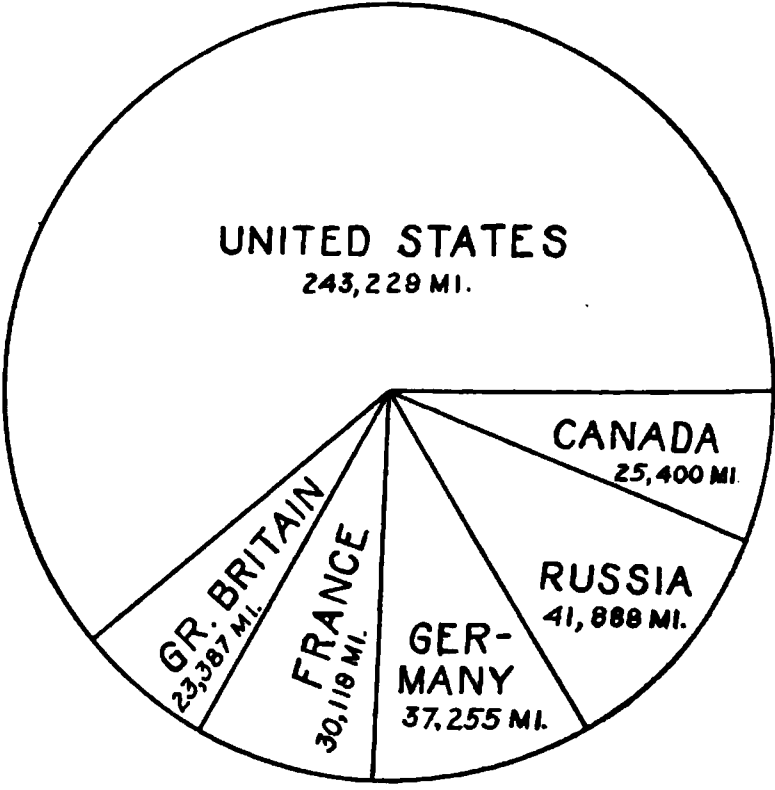
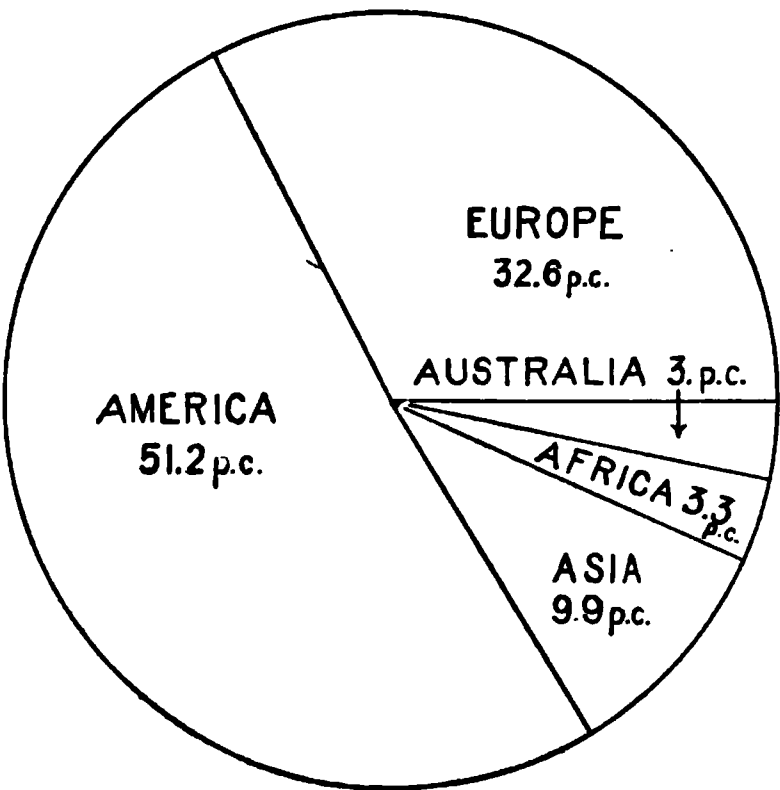
‡Includes Asiatic Railways.

The proportion of state to privately owned railways as given by Mr. Edwin A. Pratt in "Railways and Nationalization," 1908, was:

Company Owned Railways.....	389,000
State Owned Railways.....	161,000
Total.....	550,000

STATISTICS OF

Country	Year	Miles Covered by Capitalization	Capitalization or Cost of Construction (c)	Passenger Revenue	Freight Revenue	Other Revenues
United Kingdom...	1911	23,417	\$6,447,969,398	\$215,168,940	\$308,197,950	\$96,197,110
German Empire....	1910	36,740	4,163,615,519	198,737,378	452,969,934	69,765,822
France.....	1909	25,017	3,593,660,000	152,566,693	184,394,516	5,284,147
Russian Empire....	1908	41,888	3,378,839,810	80,787,020	306,014,545	39,811,560
Austria.....	1910	14,038	1,654,207,119	48,520,000	135,360,000	12,500,000
Hungary.....	1910	12,821	858,732,000	25,009,200	65,460,200	4,265,800
Italy (a).....	1910-11	8,908	1,131,300,000	36,060,084	60,247,652	5,264,847
Spain (a).....	1905	8,810	649,919,610	16,215,866	34,694,555	6,190,271
Portugal.....	1908	1,465	162,385,280	4,039,350	5,715,150	351,750
Sweden.....	1909	8,366	277,952,716	12,226,160	20,762,228	992,672
Norway.....	1911	1,891	81,467,176	2,667,672	3,437,904	359,656
Denmark (a).....	1911	1,215	70,277,640	5,429,948	5,942,900	796,496
Belgium (a).....	1910	2,685	504,210,184	19,750,243	38,275,374	1,672,178
Holland (a).....	1910	1,978	d 163,798,304	12,374,800	12,094,800	1,272,400
Switzerland.....	1910	2,924	341,208,367	18,542,282	22,577,912	1,809,944
Roumania.....	1911	2,153	186,670,372	.....	.....	.....
Total Europe.....		194,316	\$23,666,213,495	\$848,095,636	\$1,656,145,620	\$246,534,653
Canada.....	1912	26,727	1,585,724,797	56,543,664	148,030,269	14,829,819
Argentina	1910	17,381	868,914,950	.....	.....	.....
Japan (a).....	1911	4,764	411,598,253	21,072,498	20,428,230	2,646,015
British India.....	1910	32,099	f1,448,700,000	63,261,000	100,419,000	5,049,000
New South Wales...	1912	3,831	260,613,180	11,439,630	18,092,050	2,079,490
New Zealand.....	1911	2,761	153,448,830	5,521,470	9,805,390	2,144,045
United States.....	1912	248,888	14,657,545,000	668,642,865	1,980,805,606	221,288,226



COMPARISON OF WORLD'S RAILWAYS BY CONTINENTS AND PRINCIPAL COUNTRIES, 1909.

FOREIGN RAILWAYS.

Total Revenues	Operating Expenses	Rates Expenses to Revenues	Passengers Carried	Average Journey (Miles)	Freight Tons Carried	Average Haul (Miles)	Per Cent Net Revenue to Capital
\$619,564,000	\$380,689,660	61.8	1,793,820,800	b 7.8	523,653,004	b 25.0	3.67
722,473,134	490,999,236	67.9	1,540,872,110	14.2	531,527,817	60.4	5.74
342,245,356	200,834,642	58.6	491,936,930	20.5	165,027,920	80.2	3.94
426,613,125	344,497,405	80.8	162,117,000	79.0	229,554,000	160.1	2.43
196,380,000	150,860,000	76.9	254,618,531	18.3	137,599,886	68.2	2.75
94,735,200	61,362,800	64.7	140,002,000	19.5	68,806,000	72.9	3.87
101,572,383	81,486,337	80.3	.....	b 25.0	.....	b 66.0	1.77
57,100,692	27,750,936	48.6	41,846,249	b 26.0	22,662,548	69.4	4.50
10,106,250	4,672,500	46.2	14,585,698	b 20.0	4,315,385	b 54.0	3.35
33,981,060	26,836,984	79.0	53,787,226	16.6	31,133,715	43.4	2.57
6,465,232	4,803,096	74.2	13,795,396	16.1	5,196,241	38.6	2.22
12,169,344	11,257,072	92.5	22,344,630	21.8	4,934,799	53.1	1.33
59,697,795	39,123,036	65.5	173,491,334	15.4	58,793,837	49.7	3.80
25,742,000	21,365,860	83.0	47,711,000	17.9	16,702,400	51.9	2.67
42,930,138	27,230,010	63.2	110,068,465	13.0	16,466,758	45.5	4.60
18,756,585	11,660,674	62.1	10,233,000	43.7	8,823,551	b 96.5	3.80
\$2,770,532,294	\$1,885,610,248	68.0	\$4,871,230,369	15.1	1,825,197,951	64.3	
219,403,752	150,726,530	68.7	41,124,181	70.8	89,444,331	218.7	4.27
107,058,065	63,616,485	59.4	59,014,600	24.2	33,606,626	120.9	3.85
44,147,128	21,624,686	48.9	138,629,706	21.9	25,481,868	83.5	5.47
168,729,000	89,595,000	53.1	371,580,000	36.1	65,600,000	184.3	5.46
31,611,170	20,303,030	64.2	70,706,728	15.4	10,631,751	81.0	4.35
17,470,905	11,516,860	64.8	11,200,613	b 23.0	5,863,674	80.0	4.02
2,870,736,697	e2,108,351,953	73.4	994,382,480	33.7	1,806,173,565	148.0	5.25

(a)State only. (b)Estimated. (c)From latest report, not always year named. (d)Estimated capital cost of Holland's railways not given since 1897. (e)Including taxes. (f)Valuing the Indian rupee at 33 cents (.324 1-2)

From 1908 to 1910 the rate per ton mile in the United Kingdom was 2.33 cents; in France, 1.36 cents; in Germany, 1.41; Russia, .95; Austria, 1.36; Sweden, 1.60; Norway, 1.77; Denmark, 2.00; Holland, 1.35; Belgium, 1.17; and in

Switzerland, 2.86 cents. No recent ton mile statistics for Italy are available, though taking the average haul as under 70 miles, the average receipts per ton mile were probably in the neighborhood of 2.25 cents.

DISTANCES ACROSS NEW YORK CITY.

From Pier 1, North River, via Battery place and Whitehall street to East River, one-half mile; from foot of Dey street, North River, to foot of Fulton street, East River, three-quarters of a mile; from foot of Chambers street, North River, via Chambers, New Chambers and James slip to East River, one mile; from foot of Canal street, North River, to Broadway, three-quarters of a mile; from foot of Canal street, North River, to Bowery, one mile and an eighth; from foot of Canal street, North River, to foot of Grand street, East River, two and an eighth miles; from foot of West Houston street to foot of East Houston street, two and an eighth miles; from foot of West Fourteenth street to Broadway, one and an eighth miles; from foot of West Fourteenth street to foot of East Fourteenth street, two and three-eighths miles; from foot of West Twenty-third street to Sixth avenue, one mile; from West Twenty-third street to foot of East Twenty-third street, two and three-eighths miles. North of Twenty-third street the average width of the island of Manhattan is from two to two and a half miles.

SUMMARY OF THE WORLD'S RAILWAYS AND RATIO OF MILEAGE TO AREA AND POPULATION IN EACH COUNTRY IN 1910.

Countries	Mileage in 1910		Miles of Line per 100 Sq. Miles	Inhabitants per Mile of Line
	State Railways	Total Railways		
I. EUROPE				
Germany.....	34,625	37,996	17.9	1,724
Austria-Hungary (including Bosnia and Herze- govina).....	22,047	27,571	10.6	1,852
Great Britain and Ireland.....	.....	23,351	19.3	1,923
France.....	5,511	30,687	14.8	1,282
Russia in Europe (including Finland 2,246 miles).....	21,659	37,008	1.8	3,449
Italy.....	8,830	10,538	9.5	3,334
Belgium.....	2,686	5,288	46.3	1,408
Luxemburg.....	119	318	31.7	795
Netherlands.....	1,663	1,984	15.6	2,941
Switzerland.....	1,701	2,921	18.3	1,220
Spain.....	.....	9,317	4.8	2,000
Portugal.....	671	1,808	5.1	2,940
Denmark.....	1,217	2,192	14.8	1,176
Norway.....	1,557	1,921	1.6	1,220
Sweden.....	2,717	8,688	5.0	629
Servia.....	357	494	2.6	5,882
Roumania.....	1,980	2,238	4.3	3,030
Greece.....	.....	981	3.9	2,703
Bulgaria.....	987	1,106	2.9	3,846
Turkey in Europe.....	.....	968	1.4	6,250
Malta, Jersey, Isle of Man.....	.....	68	16.1	5,263
Total for Europe, 1910.....	107,727	207,447	5.5	2,180
" " " 1909.....	.....	204,864	5.5	1,923
" " " 1908.....	.....	201,619	5.3	1,941
" " " 1907.....	.....	199,345	5.3	1,887
" " " 1906.....	.....	196,437	5.2	1,993
" " " 1905.....	.....	192,507	5.1	2,084
" " " 1904.....	.....	189,806	5.0	2,084
" " " 1903.....	.....	186,685	5.0	2,084
" " " 1902.....	.....	183,989	4.9	2,127
" " " 1901.....	.....	180,817	4.8	2,174
" " " 1900.....	.....	176,396	4.7	2,220
" " " 1899.....	.....	172,953	4.6	2,220
" " " 1898.....	.....	167,614	4.4	.....
" " " 1897.....	.....	163,550	4.3	.....
" " " 1896.....	.....	160,030	4.2	.....
Increase in fourteen years.....	.....	47,417	.....	.....

RELATION OF RAILWAYS TO AREA AND POPULATION (See page 241.)

Although this table is favored by railway statisticians in comparing railway conditions relatively to area and population, it is doubtful whether it conveys an adequate impression of the exceptionally favorable transportation facilities enjoyed by the inhabitants of this continent, and especially those of the United States and Canada. For instance, the figures mean that the United States with 800,000 square miles less territory and not one-quarter the population, has 36,000 more miles of railway than all Europe, while Canada, having a territory in which the United Kingdom could be lost thirty times, and only one-sixth the population, has actually more railway mileage than the parent kingdom.

**SUMMARY OF THE WORLD'S RAILWAYS AND RATIO OF MILEAGE TO AREA
AND POPULATION IN EACH COUNTRY IN 1910—Continued.**

Countries	Mileage in 1910		Miles of Line per 100 Sq. Miles	Inhabitants per Mile of Line
	State Railways	Total Railways		
II. AMERICA				
Canada.....	1,718	24,726	0.8	263
United States of America (inclusive of Alaska 420 miles).....		241,203	6.8	369
Newfoundland.....		666	1.6	359
Mexico.....		15,260	1.9	952
Central America (Guatemala, 594 miles; Hon- duras, 90 miles; Salvador, 122 miles; Nicara- gua, 200 miles; Costa Rica, 547 miles; Pan- ama, 47 miles).....		1,599		
Greater Antilles (Cuba, 2,331 miles; Dominica, 195 miles; Haiti, 139 miles; Jamaica, 185 miles; Porto Rico, 200 miles).....	42	3,031		
Lesser Antilles (Martinique, 139 miles; Bar- badoes, 108 miles; Trinity, 88 miles).....		336		
United States of Colombia.....		510	0.1	9,091
Venezuela.....		633	0.16	3,846
British Guiana.....		103	0.11	2,859
Dutch Guiana.....		37		
Ecuador.....		333	0.32	4,166
Peru.....	844	1,584	0.32	2,940
Bolivia.....		756	0.16	3,030
United States of Brazil.....	5,443	13,278	0.5	1,613
Paraguay.....		157	0.16	4,000
Uruguay.....		1,546	2.3	671
Chili.....	1,682	3,526	1.0	943
Argentine Republic.....	2,467	17,794	1.6	275
Total for America.....	12,197	327,084		
III. ASIA				
Central Russia in Asia.....	6,181	4,066	1.9	2,325
Siberia and Manchuria.....		6,739	0.14	1,032
China.....		5,420	0.13	83,300
Japan (including Corea).....	4,542	6,093	2.4	10,000
British India.....	24,460	32,092	1.6	9,091
Ceylon.....		577	2.3	7,143
Persia.....		34	0.005	280,000
Asia Minor, Syria, Arabia, including Cyprus..	912	3,130	0.5	6,250
Portuguese Indies.....		51	3.5	11,110
Malay Archipelago.....		757	2.3	9,434
Dutch Indies.....		1,551	0.6	20,000
Siam.....	637	637	0.32	14,278
Cochin China.....		3,178		
Total for Asia.....	36,733	63,329		

**SUMMARY OF THE WORLD'S RAILWAYS AND RATIO OF MILEAGE TO AREA
AND POPULATION IN EACH COUNTRY IN 1910—Continued.**

Countries	Mileage in 1910		Miles of Line per 100 Sq. Miles	Inhabitants per Mile of Line
	State Railways	Total Railways		
IV. AFRICA				
Egypt.....	2,792	3,674	1 0	3,125
Algiers and Tunis .....	...	3,134	1.0	2,128
Belgian Congo .....	.....	515	.....	.....
South African Union, including Cape Colony, Natal, Cent. So. African and Rhodesian Rail- ways.....	9,193	9,645	.....	.....
COLONIES				
German	1,691	1,691	.....	...
English .....	.....	1,807	.....	.....
French .....	.....	1,360	.....	.....
Italian .....	.....	72	.....	.....
Portuguese .....	.....	1,001	.....	.....
Total for Africa .....	.....	22,900	.....	.....
V. AUSTRALIA				
New Zealand	2,716	2,746	2 6	371
Victoria	3,490	3,505	4 0	362
New South Wales.....	3,642	3,783	1.3	422
South Australia	1,911	2,082	0 16	208
Queensland	3,661	4,011	0.6	226
Tasmania	400	633	2.4	293
West Australia.....	2,144	2,422	0 16	193
Hawaii, etc .....	...	88	1 2	1,234
Total for Australia	18,035	19,272	0 6	311
RECAPITULATION				
I. Europe	107,727	207,447	5 5	2,180
II. America.....	12,197	327,084	.....	.....
III. Asia.....	36,733	63,320	.....	.....
IV. Africa.....	13,674	22,900	.....	.....
V. Australia.....	18,035	19,272	0 6	311
Total	188,368	640,032	.....	.....

DISTANCES IN NEW YORK

From the Battery Miles.	TO	From the Battery Miles.	TO	From the Battery Miles.	TO	From the Battery Miles.	TO
1/4	Rector	4 1/2	East 54th	8 1/2	East 139th	13	East 190th.
1/2	Fulton	4 3/4	East 56th	9	East 141th	13 1/4	S. Moshulu P't.
3/4	City Hall	5	East 58th	9 1/4	East 143th	13 1/2	w'y & Web. av.
1	Leonard	5 1/4	East 60th	9 1/2	East 145th	13 3/4	East 205th.
1 1/4	Canal	5 1/2	East 62th	9 3/4	East 147th	13 3/4	East 207th.
1 1/2	Spring	5 3/4	East 64th	10	East 149th	14	W'mesbridge stn.
1 3/4	E. Houston	6	East 66th	10 1/4	East 151th	14 1/4	Jerome ave., c.
2	East 4th	6 1/4	East 68th	10 1/2	East 153th	14 1/2	Woodlawn rd.
2 1/4	East 6th	6 1/2	East 70th	10 3/4	East 155th	14 3/4	Jerome ave., c.
2 1/2	East 8th	6 3/4	East 72th	11	East 157th	15	E. 237th, c. Mt.
2 3/4	East 10th	6 3/4	East 74th	11 1/4	East 159th	15 1/4	Vernon ave.
3	East 12th	6 1/2	East 76th	11 1/2	East 161th	15 1/2	East 239th.
3 1/4	East 14th	6 1/4	East 78th	11 3/4	East 163th	15 3/4	City Hse.
3 1/2	East 16th	6 1/4	East 80th	12	East 165th	16	
3 3/4	East 18th	6 3/4	East 82th	12 1/4			
4	East 20th	6 3/4	East 84th	12 1/2			
4 1/4	East 22th	6 3/4	East 86th	12 3/4			
4 1/2	East 24th	6 3/4	East 88th	13			
4 3/4	East 26th	6 3/4	East 90th	13 1/4			
5	East 28th	6 3/4	East 92th	13 1/2			
5 1/4	East 30th	6 3/4	East 94th	13 3/4			
5 1/2	East 32th	6 3/4	East 96th	14			
5 3/4	East 34th	6 3/4	East 98th	14 1/4			
6	East 36th	6 3/4	East 100th	14 1/2			
6 1/4	East 38th	6 3/4	East 102th	14 3/4			
6 1/2	East 40th	6 3/4	East 104th	15			
6 3/4	East 42th	6 3/4	East 106th	15 1/4			
7	East 44th	6 3/4	East 108th	15 1/2			
7 1/4	East 46th	6 3/4	East 110th	15 3/4			
7 1/2	East 48th	6 3/4	East 112th	16			
7 3/4	East 50th	6 3/4	East 114th	16 1/4			
8	East 52th	6 3/4	East 116th	16 1/2			
8 1/4	East 54th	6 3/4	East 118th	16 3/4			
8 1/2	East 56th	6 3/4	East 120th	17			
8 3/4	East 58th	6 3/4	East 122th	17 1/4			
9	East 60th	6 3/4	East 124th	17 1/2			
9 1/4	East 62th	6 3/4	East 126th	17 3/4			
9 1/2	East 64th	6 3/4	East 128th	18			
9 3/4	East 66th	6 3/4	East 130th	18 1/4			
10	East 68th	6 3/4	East 132th	18 1/2			
10 1/4	East 70th	6 3/4	East 134th	18 3/4			
10 1/2	East 72th	6 3/4	East 136th	19			
10 3/4	East 74th	6 3/4	East 138th	19 1/4			
11	East 76th	6 3/4	East 140th	19 1/2			
11 1/4	East 78th	6 3/4	East 142th	19 3/4			
11 1/2	East 80th	6 3/4	East 144th	20			
11 3/4	East 82th	6 3/4	East 146th	20 1/4			
12	East 84th	6 3/4	East 148th	20 1/2			
12 1/4	East 86th	6 3/4	East 150th	20 3/4			
12 1/2	East 88th	6 3/4	East 152th	21			
12 3/4	East 90th	6 3/4	East 154th	21 1/4			
13	East 92th	6 3/4	East 156th	21 1/2			
13 1/4	East 94th	6 3/4	East 158th	21 3/4			
13 1/2	East 96th	6 3/4	East 160th	22			
13 3/4	East 98th	6 3/4	East 162th	22 1/4			
14	East 100th	6 3/4	East 164th	22 1/2			
14 1/4	East 102th	6 3/4	East 166th	22 3/4			
14 1/2	East 104th	6 3/4	East 168th	23			
14 3/4	East 106th	6 3/4	East 170th	23 1/4			
15	East 108th	6 3/4	East 172th	23 1/2			
15 1/4	East 110th	6 3/4	East 174th	23 3/4			
15 1/2	East 112th	6 3/4	East 176th	24			
15 3/4	East 114th	6 3/4	East 178th	24 1/4			
16	East 116th	6 3/4	East 180th	24 1/2			
16 1/4	East 118th	6 3/4	East 182th	24 3/4			
16 1/2	East 120th	6 3/4	East 184th	25			
16 3/4	East 122th	6 3/4	East 186th	25 1/4			
17	East 124th	6 3/4	East 188th	25 1/2			
17 1/4	East 126th	6 3/4	East 190th	25 3/4			
17 1/2	East 128th	6 3/4	East 192th	26			
17 3/4	East 130th	6 3/4	East 194th	26 1/4			
18	East 132th	6 3/4	East 196th	26 1/2			
18 1/4	East 134th	6 3/4	East 198th	26 3/4			
18 1/2	East 136th	6 3/4	East 200th	27			
18 3/4	East 138th	6 3/4	East 202th	27 1/4			
19	East 140th	6 3/4	East 204th	27 1/2			
19 1/4	East 142th	6 3/4	East 206th	27 3/4			
19 1/2	East 144th	6 3/4	East 208th	28			
19 3/4	East 146th	6 3/4	East 210th	28 1/4			
20	East 148th	6 3/4	East 212th	28 1/2			
20 1/4	East 150th	6 3/4	East 214th	28 3/4			
20 1/2	East 152th	6 3/4	East 216th	29			
20 3/4	East 154th	6 3/4	East 218th	29 1/4			
21	East 156th	6 3/4	East 220th	29 1/2			
21 1/4	East 158th	6 3/4	East 222th	29 3/4			
21 1/2	East 160th	6 3/4	East 224th	30			
21 3/4	East 162th	6 3/4	East 226th	30 1/4			
22	East 164th	6 3/4	East 228th	30 1/2			
22 1/4	East 166th	6 3/4	East 230th	30 3/4			
22 1/2	East 168th	6 3/4	East 232th	31			
22 3/4	East 170th	6 3/4	East 234th	31 1/4			
23	East 172th	6 3/4	East 236th	31 1/2			
23 1/4	East 174th	6 3/4	East 238th	31 3/4			
23 1/2	East 176th	6 3/4	East 240th	32			
23 3/4	East 178th	6 3/4	East 242th	32 1/4			
24	East 180th	6 3/4	East 244th	32 1/2			
24 1/4	East 182th	6 3/4	East 246th	32 3/4			
24 1/2	East 184th	6 3/4	East 248th	33			
24 3/4	East 186th	6 3/4	East 250th	33 1/4			
25	East 188th	6 3/4	East 252th	33 1/2			
25 1/4	East 190th	6 3/4	East 254th	33 3/4			
25 1/2	East 192th	6 3/4	East 256th	34			
25 3/4	East 194th	6 3/4	East 258th	34 1/4			
26	East 196th	6 3/4	East 260th	34 1/2			
26 1/4	East 198th	6 3/4	East 262th	34 3/4			
26 1/2	East 200th	6 3/4	East 264th	35			
26 3/4	East 202th	6 3/4	East 266th	35 1/4			
27	East 204th	6 3/4	East 268th	35 1/2			
27 1/4	East 206th	6 3/4	East 270th	35 3/4			
27 1/2	East 208th	6 3/4	East 272th	36			
27 3/4	East 210th	6 3/4	East 274th	36 1/4			
28	East 212th	6 3/4	East 276th	36 1/2			
28 1/4	East 214th	6 3/4	East 278th	36 3/4			
28 1/2	East 216th	6 3/4	East 280th	37			
28 3/4	East 218th	6 3/4	East 282th	37 1/4			
29	East 220th	6 3/4	East 284th	37 1/2			
29 1/4	East 222th	6 3/4	East 286th	37 3/4			
29 1/2	East 224th	6 3/4	East 288th	38			
29 3/4	East 226th	6 3/4	East 290th	38 1/4			
30	East 228th	6 3/4	East 292th	38 1/2			
30 1/4	East 230th	6 3/4	East 294th	38 3/4			
30 1/2	East 232th	6 3/4	East 296th	39			
30 3/4	East 234th	6 3/4	East 298th	39 1/4			
31	East 236th	6 3/4	East 300th	39 1/2			
31 1/4	East 238th	6 3/4	East 302th	39 3/4			
31 1/2	East 240th	6 3/4	East 304th	40			
31 3/4	East 242th	6 3/4	East 306th	40 1/4			
32	East 244th	6 3/4	East 308th	40 1/2			
32 1/4	East 246th	6 3/4	East 310th	40 3/4			
32 1/2	East 248th	6 3/4	East 312th	41			
32 3/4	East 250th	6 3/4	East 314th	41 1/4			
33	East 252th	6 3/4	East 316th	41 1/2			
33 1/4	East 254th	6 3/4	East 318th	41 3/4			
33 1/2	East 256th	6 3/4	East 320th	42			
33 3/4	East 258th	6 3/4	East 322th	42 1/4			
34	East 260th	6 3/4	East 324th	42 1/2			
34 1/4	East 262th	6 3/4	East 326th	42 3/4			
34 1/2	East 264th	6 3/4	East 328th	43			
34 3/4	East 266th	6 3/4	East 330th	43 1/4			
35	East 268th	6 3/4	East 332th	43 1/2			
35 1/4	East 270th	6 3/4	East 334th	43 3/4			
35 1/2	East 272th	6 3/4	East 336th	44			
35 3/4	East 274th	6 3/4	East 338th	44 1/4			
36	East 276th	6 3/4	East 340th	44 1/2			
36 1/4	East 278th	6 3/4	East 342th	44 3/4			
36 1/2	East 280th	6 3/4	East 344th	45			
36 3/4	East 282th	6 3/4	East 346th	45 1/4			

SUMMARY OF RAILWAY MILEAGE IN THE UNITED STATES, BY STATES, FOR THE YEARS ENDING JUNE 30, 1912, 1911 AND 1910, AND ITS RELATION TO AREA AND POPULATION.

State	Bureau's Figures		Commission's Figures		Population Per Mile of Line 1910 #
	1912 Miles Operated	1911 Miles Operated	1910 Miles Owned	Miles of Line per 100 Sq. Miles	
Alabama.....	5,054	4,994	5,226	10.19	409
Arizona.....	1,974	1,962	2,097	1.84	97
Arkansas.....	4,376	4,253	5,306	10.10	296
California.....	6,739	6,610	7,772	4.99	306
Colorado.....	5,716	5,646	5,532	5.34	144
Connecticut.....	1,000	1,000	1,000	20.75	1,115
Delaware.....	339	340	337	17.04	604
Florida.....	3,923	3,769	4,431	8.06	169
Georgia.....	6,839	6,631	7,056	12.02	369
Idaho.....	2,151	1,925	2,178	2.61	149
Illinois.....	13,024	13,257	11,878	21.20	474
Indiana.....	7,629	7,098	7,420	20.59	364
Iowa.....	9,867	9,987	9,755	17.55	228
Kansas.....	9,312	9,216	9,007	11.01	184
Kentucky.....	3,587	3,494	3,526	8.77	649
Louisiana.....	4,695	4,477	5,554	12.23	298
Maine.....	2,113	2,096	2,248	7.52	330
Maryland.....	1,325	1,326	1,426	14.35	901
Massachusetts.....	2,138	2,087	2,115	26.31	1,592
Michigan.....	8,471	8,360	9,021	15.69	311
Minnesota.....	8,952	8,893	8,669	10.72	239
Mississippi.....	3,860	3,672	4,506	9.72	399
Missouri.....	8,287	8,336	8,083	11.76	407
Montana.....	4,332	4,294	4,207	2.88	89
Nebraska.....	6,224	6,151	6,067	7.90	196
Nevada.....	1,630	1,601	2,276	2.07	35
New Hampshire.....	1,237	1,213	1,245	13.80	345
New Jersey.....	2,260	2,146	2,260	30.08	1,122
New Mexico.....	3,048	2,975	3,032	2.48	108
New York.....	8,353	8,338	8,430	17.09	1,081
North Carolina.....	4,228	4,110	4,932	10.12	447
North Dakota.....	4,430	4,379	4,201	5.99	137
Ohio.....	9,261	9,028	9,134	22.42	521
Oklahoma.....	5,907	5,898	5,980	8.62	277
Oregon.....	2,131	2,125	2,284	2.39	294
Pennsylvania.....	10,986	10,894	11,290	25.18	678
Rhode Island.....	195	196	212	19.88	2,557
South Carolina.....	3,072	2,878	3,442	11.29	440
South Dakota.....	3,994	3,984	3,947	5.14	148
Tennessee.....	3,633	3,587	3,815	9.15	572
Texas.....	13,977	13,081	14,281	5.44	272
Utah.....	1,834	1,819	1,985	2.42	188
Vermont.....	962	936	1,100	12.06	323
Virginia.....	4,421	4,436	4,534	11.26	454
Washington.....	5,140	5,133	4,875	7.29	234
West Virginia.....	3,068	2,885	3,600	14.99	339
Wisconsin.....	7,351	7,106	7,475	13.53	312
Wyoming.....	1,477	1,457	1,645	1.69	89
Dist. of Columbia.....	51	52	36	59.95	9,174
Canada†.....	1,871	1,760	.....	.....	.....
Mexico†.....	.....	226	.....	.....	.....
United States.....	236,444	232,117	240,438	8.08	382

Census figures 1910 divided by commission's figures for 1910.

† Mileage operated in Canada and Mexico by American roads.

**SUMMARY OF MILEAGE OF SINGLE TRACK, SECOND, THIRD
AND FOURTH TRACK AND YARD TRACK AND SIDINGS
IN THE UNITED STATES, 1890 TO 1912.**

Year	Single Track	Second Track	Third Track	Fourth Track	Yard Track and Sidings	Total Mileage Operated (all Tracks)
1912 Bureau, 95%.....	236,444	24,944	2,528	1,763	90,693	356,372
1911 Official.....	*246,124	23,452	2,414	1,747	88,973	362,710
1910 ".....	*240,831	21,659	2,206	1,489	85,581	351,767
1909 ".....	*235,402	20,949	2,169	1,453	82,376	342,351
1908 ".....	*230,494	20,209	2,081	1,409	79,452	333,646
1907 ".....	227,455	19,421	1,960	1,390	77,749	327,975
1906 ".....	222,340	17,396	1,766	1,279	73,760	317,083
1905 ".....	216,973	17,056	1,609	1,215	69,941	306,796
1904 ".....	212,243	15,824	1,467	1,046	66,492	297,073
1903 ".....	205,313	14,681	1,303	963	61,560	283,821
1902 ".....	200,154	13,720	1,204	895	58,220	274,195
1901 ".....	195,561	12,845	1,153	876	54,914	265,352
1900 ".....	192,556	12,151	1,094	829	52,153	258,784
1899 ".....	187,543	11,546	1,047	790	49,223	250,142
1898 ".....	184,648	11,293	1,009	793	47,589	245,333
1897 ".....	183,284	11,018	995	780	45,934	242,013
1896 ".....	182,428	10,685	990	764	44,912	240,129
1895 ".....	180,657	10,639	975	733	43,888	236,894
1894 ".....	178,708	10,499	953	710	42,661	233,533
1893 ".....	176,461	10,051	912	668	42,043	230,137
1892 ".....	171,563	9,367	852	626	39,941	222,351
1891 ".....	168,402	8,865	813	599	37,318	215,999
1890 ".....	163,597	8,437	760	561	35,255	208,612

*Since 1908 the official mileage is exclusive of switching and terminal companies. In 1908 these had 1,624 miles of main track and 2,085 of yard tracks and sidings; in 1909 they reported 1,623 miles of main track and 2,384 of yard tracks and sidings and in 1910 they reported 1,614 and 2,270 miles respectively.

**SUMMARY CLASSIFICATION OF LOCOMOTIVES AND THEIR PRIN-
CIPAL CHARACTERISTICS: 1910.**

Class.	Number.	Tractive power.	Grate surface.	Heating surface.	Weight exclusive of tender.	Weight on drivers.
		<i>Pounds.</i>	<i>Sq. ft.</i>	<i>Sq. ft.</i>	<i>Tons.</i>	<i>Tons.</i>
Single expansion.....	55,867	1,502,296,608	1,862,769	117,725,234	4,032,797	3,314,673
Average per locomotive.....		26,891	35	2,107	72	59
Four-cylinder compound.....	1,511	59,594,482	61,467	5,272,515	168,787	131,278
Average per locomotive.....		39,440	49	3,489	112	87
Two-cylinder compound.....	862	27,003,390	32,021	2,197,390	72,624	60,858
Average per locomotive.....		31,326	39	2,549	84	71
Total.....	58,240	1,588,894,480	1,956,257	125,195,129	4,274,208	3,506,809
Average per locomotive.....		27,282	35	2,150	73	60

The above table does not include locomotives in the service of terminal companies.

TWO DECADES IN RAILWAY PROGRESS.

RAILWAY RESULTS IN THE UNITED STATES FOR YEARS ENDING JUNE 30, 1892,
1902 AND 1912 WITH PERCENTAGES OF INCREASE BY DECADES.

Item (m=Thousands)	1892	1902	1912	1912 Over 1892 %	1912 Over 1902 %
Population.....	65,086,000	79,230,563	95,656,000	46.9	20.8
Miles of Line (operated).....	162,397	200,154	248,898	53.3	24.3
Miles of All Track.....	211,051	274,195	370,317	75.5	35.1
Net Capitalization (m).....	\$8,294,679	\$9,925,664	\$14,657,545	76.7	47.7
Net Capitalization per Mile of Line...	52,348	50,962	61,508	17.6	20.8
Net Capitalization per Mile of Track..	40,050	36,921	41,204	3.0	11.6
Revenues from Operation (m).....	1,171,407	1,726,380	2,870,736	145.1	66.3
Revenues per Mile Operated.....	7,213	8,625	11,534	59.9	33.7
Expenses of Operation (m).....	780,997	1,116,248	1,990,198	154.8	78.3
Expenses of Operation per Mi. operated	4,809	5,577	7,996	66.3	43.4
Net Revenues from Operation (m)....	390,409	610,131	880,538	125.5	44.3
Net Revenues per Mile operated.....	2,404	3,048	3,538	47.1	16.1
Ratio of Expenses to Revenues.....	66.67%	64.66%	69.33%	4.0	7.2
Receipts from Passengers (m).....	\$286,805	\$ 392,963	\$ 668,642	133.1	70.2
Receipts from Freight (m).....	799,316	1,207,228	1,980,805	147.8	64.0
Receipts from Mail (m).....	26,861	39,835	51,620	92.2	29.6
Receipts from Express (m).....	22,148	34,253	74,735	238.0	118.4
Passengers Carried (m).....	560,958	649,878	994,382	77.3	53.0
Passengers Carried 1 Mile (m).....	13,362,898	19,689,937	33,510,673	150.8	70.2
Average Receipts per Passenger Mile (cents).....	2.126	1.986	1.992	d 6.3	.3
Average Passengers in Train.....	42	45	57	35.7	26.6
Average Journey per Passenger (miles)	23.82	30.30	33.76	41.7	11.4
Freight Tons Carried (m).....	706,555	1,200,315	1,806,173	155.6	50.4
Freight Tons Carried 1 Mile (m).....	88,241,050	157,289,370	267,313,687	202.9	69.9
Average Receipts per Ton Mile (mills)	8.98	7.57	7.41	d 17.5	d 2.1
Average Tons in Train.....	181	296	422	133.1	42.5
Average Haul per Ton (miles).....	124.89	131.04	148	19.3	12.9
Locomotives (number).....	33,136	41,225	62,291	88.0	51.1
Locomotives Weight without Tender (tons).....	1,457,984	2,308,000	4,892,101	235.7	111.9
Passenger Cars (number).....	28,876	36,987	51,306	77.7	38.7
Freight Cars (number).....	966,998	1,546,101	2,243,465	132.0	45.1
Freight Cars Capacity (tons).....	22,240,954	43,416,029	84,129,937	278.2	93.7
Employees (number).....	821,415	1,189,315	1,728,603	110.4	45.3
Employees per 100 Miles of Line.....	506	594	695	37.3	17.0
Employees Compensation.....	\$468,598,170	\$676,028,592	\$1,268,977,272	170.8	87.7
Proportion of Gross Earnings.....	40.00%	39.17%	44.20%	9.1	12.8
Proportion of Operating Expenses....	60.08%	60.56%	63.76%	6.0	6.0
Taxes.....	\$34,053,495	\$54,465,437	\$120,873,472	254.9	121.9
Per Mile of Line.....	209	272	485	132.0	78.3
Proportion of Gross Earnings.....	2.90%	3.15%	4.21%	45.2	33.6

RAILROAD LOCOMOTIVES AND CARS.

At the end of the year 1911 there were 58 passenger locomotives for every thousand miles of line, 148 freight locomotives, 38 switching locomotives, 5 unclassified, making a total of 249 locomotives per thousand miles of line. There were 9,586 cars per thousand miles of line, divided as follows: 203 passenger cars; 8,920 freight cars; and 463 cars for the company's service. At the end of the same year it was estimated that 66,757 passengers were carried per passenger locomotive; 2,268,097 passenger miles covered per passenger locomotive; 48,007 tons carried per freight locomotive; 6,913,259 ton-miles covered per freight locomotive. For every million passengers carried there were 50 passenger cars, and for every million tons of freight carried there were 1,235 freight cars employed.

At the end of the year 1911 there were 49,818 passenger cars in service; 2,195,511 freight cars; and 114,006 company cars, making a total of 2,359,335 cars in the service. The fast freight line service required 28,138 cars for its service.

Figuring the cost of a locomotive at \$15,000, the 60,890 locomotives required for the 236,444 miles of track operated in 1912 cost \$913,350,000; the 50,152 passenger cars, valued at \$6,500, cost \$325,988,000; the freight cars, 2,192,987 in number, valued at \$1,000 each, cost \$2,192,987,000; and the 113,392 company cars, valued at \$600 each, cost \$68,035,200. Thus the approximate value of all equipment of American railways was \$3,500,360,200. The single item, maintenance of equipment, for the year 1912, amounted to \$446,446,230.

ELECTRIC LOCOMOTIVES.

The heaviest electric locomotive on the New Haven has a weight on its drivers of 182,000 pounds, a maximum guaranteed speed of 45 miles, and is designed to trail a load of 800 tons. The Grand Trunk (St. Clair Tunnel) locomotive has a weight on the drivers of 132,000 pounds, a guaranteed speed of 30 miles an hour, and is designed to trail a load of 500 tons. The Pennsylvania R. R. locomotive having a weight on the drivers of 207,800 pounds and a guaranteed speed of 80 miles, is designed to trail a load of 550 tons. The N. Y. C. & H. R. R. R.'s largest

electric locomotive, having a weight on the drivers of 141,000, has a guaranteed speed of 75 miles per hour. The Baltimore & Ohio has electric locomotives having a weight of 184,000 pounds on the drivers, a guaranteed speed of 55 miles, and is designed to trail a load of 850 tons. The Paris-Orleans locomotive has a weight on the drivers of 110,000 pounds and a maximum guaranteed speed of 45 miles. The Great Northern's largest electric locomotive has a weight of 230,000 pounds on the drivers and a maximum guaranteed speed of 30 miles.

COST OF LOCOMOTIVES AND CARS.

Locomotives for railway service cost approximately as follows: Mogul, for freight service, having an average weight of 160,000 pounds, cost \$14,100; Consolidation, for freight service, average weight 200,000 pounds, cost \$18,500; Mallet Compound, for freight service, average weight 400,000 pounds, cost \$40,000; Atlantic, for passenger service, average weight 185,000 pounds, cost \$15,970; Pacific, for passenger service, average weight 225,000 pounds, cost \$20,800; and Ten Wheel, for passenger service, average weight 170,000 pounds, cost \$15,000.

Wood box cars (with steel underframe) weighing 36,000 pounds, hav-

ing a capacity of 100,000 pounds, and inside dimensions of 40' 6" x 8' 10" x 8', cost \$1,500; steel coal (gondola), weight 46,000 pounds, capacity 110,000 pounds, inside dimensions 46' x 8' 9" x 10' 6", cost \$1,200; flat cars, weight 34,000 pounds, capacity 100,000 pounds, inside dimensions 40' 2" x 9' 2", cost \$700; day coach, weight 112,000 pounds, capacity 80 passengers, dimensions 78' 3" x 10' x 14' 5", cost \$8,500; sleeping car (wood), weight 115,000 pounds, capacity 27 berths, inside dimensions 72' 6" x 8' 6" x 9' 6", cost \$16,700; sleeping cars (steel), weight 152,300 pounds, capacity 24 berths, inside dimensions 72' 6" x 9' 9" x 9' 6", cost \$27,000.

A dining car costs \$30,000 to \$35,000. A combination café car costs about \$28,000. We are indebted to the "World Almanac" for many of these interesting figures.

The Mallet Compound, built for the Atchison, Topeka & Santa Fe, having a total weight of 616,000 pounds, and a weight of 550,000 pounds on its drivers, is the largest and most powerful locomotive in the world. It has ten drivers on each side, having a diameter of 57 inches, and was built by the Santa Fe by converting a 2-10-2 type locomotive by the addition of a front unit. From the tip of the pilot to the end of the tender it is 121 feet 7 inches long. It has a heating surface of 6,579 square feet. Its cylinders are 28 x 38 x 32 inches and its

tractive effort is 111,600 pounds. It was built for operation over the A., T. & S. F. from Los Angeles to Albuquerque, where the maximum grade ranges from 2.2 per cent. to 3 per cent. The locomotive burns fuel oil, and the tender has a capacity of 4,000 gallons.

The Mallet Compound passenger locomotive, built by the A., T. & S. F., is the heaviest passenger locomotive ever built. Its total weight is 370,850 pounds and the weight on its drivers, 73 inches in diameter, is 268,400 pounds. It has a heating surface of 4,756 square feet. Its cylinders are 24 x 38 x 28 inches and its tractive effort is 62,850 pounds. It is for use on a division having 2.2 per cent. grades, and over which the schedule speed averages about 25 miles.

SUMMARY OF COST OF LOCOMOTIVE FUEL AND PROPORTION TO EARNINGS AND EXPENSES OF AMERICAN RAILWAYS.

At the end of the year 1912 it was estimated that there were 236,444 miles of railroad and that the total cost of locomotive fuel for operating trains over them was

\$230,555,544, or 11.85 per cent. of the total operating expenses of the roads or again 8.22 per cent. of the gross earnings of the roads.



This huge locomotive was enlarged at the Santa Fe shops from an existing locomotive by adding the superheater and feed-water sections. The engine weighs 308 tons, the tender 117 tons, making the total weight 425 tons. Its length over all is 120 feet 7½ inches. The H.P. cylinders are 28 inches dia., the L.P. are 38 inches dia. the common stroke is 32 inches. The max. drawbar pull is 111,000 pounds, and this locomotive has hauled 1,911 tons at 1½ miles per hour over a 1.5 per cent grade. On the level it could haul a train so long that the side tracks could not take it in. At a speed of 10 miles an hour, estimated in the usual manner, it would develop about 3,000 horse power, which at higher speeds would be still greater. The fire-box has 204 square feet of heating surface and the tubes 3,625 square feet. The gases next pass through the tubes of a superheater of 2,318.4 square feet surface and then through a feed-water heater of 2,659.5 square feet. The steam passes from the steam dome to the superheater, through the high-pressure cylinders back to the low-pressure superheater, through the low-pressure cylinders, and to the exhaust stack.

SANTA FE MALLET FREIGHT LOCOMOTIVE, THE
LARGEST IN EXISTENCE

**SUMMARY OF RAILWAY EMPLOYEES, COMPENSATION AND RATES OF PAY
PER DAY BY CLASSES IN 1911, AGGREGATES FROM 1899 TO 1912.**

1912 (236,444 Miles Represented) Class	Number	Per 100 Miles of Line	Compensation		
			Total	Average Pay Per Day	Per Cent of Gross Revenues
General Officers.....	3,622	1.5	\$ 18,111,992	\$15.22	0.6
Other Officers.....	9,866	4.2	21,702,497	6.45	0.8
General Office Clerks.....	77,722	32.9	64,047,042	2.50	2.3
Station Agents.....	36,862	15.6	29,018,678	2.23	1.0
Other Station Men.....	161,275	68.2	97,758,363	1.90	3.5
Enginemen.....	63,260	26.8	101,449,397	5.02	3.6
Firemen.....	66,423	28.1	61,309,898	3.03	2.2
Conductors.....	48,792	20.6	67,372,682	4.29	2.4
Other Trainmen.....	135,508	57.3	127,285,178	3.02	4.5
Machinists.....	54,467	23.0	52,194,886	3.27	1.9
Carpenters.....	69,210	29.3	52,027,465	2.57	1.9
Other Shopmen.....	248,440	105.1	167,095,651	2.25	6.0
Section Foremen.....	43,113	18.2	30,835,624	2.09	1.1
Other Trackmen.....	347,433	147.0	133,320,207	1.50	4.8
Switch Tenders, Crossing Tenders and Watchmen.....	38,783	16.4	23,095,345	1.73	0.8
Telegraph Operators and Despatchers.....	42,557	18.0	34,701,160	2.46	1.2
Employees acct. Floating Equpt.	11,918	5.1	8,968,119	2.32	0.3
All other Employees & Laborers.	231,457	97.9	149,131,100	2.13	5.3
Total (95% Mileage Represented).....	1,690,709	715.2	1,239,425,284	2.44	44.20
1911 Official Figures.....	1,702,164	687	\$1,230,186,019	(b) \$2.42	43.7
1910.....	1,732,435	716	1,165,444,855	2.29	41.82
1909.....	1,528,808	638	1,005,349,958	2.24	41.00
1908.....	1,458,244	632	1,051,632,225	2.25	43.38
1907.....	1,672,074	735	1,072,386,427	2.20	41.42
1906.....	1,521,355	684	(a) 930,801,653	2.09	40.02
1905.....	1,382,196	637	839,944,680	2.07	40.34
1904.....	1,296,121	611	817,598,810	No data	41.36
1903.....	1,312,537	639	775,321,415	No data	40.78
1902.....	1,189,315	594	676,028,592	No data	39.28
1901.....	1,071,169	548	610,713,701	No data	38.39
1900.....	1,017,653	529	577,264,841	No data	38.82
1899.....	928,924	495	522,967,896	No data	39.81
1898.....	874,558	474	495,055,618	No data	39.70
1897.....	823,476	449	465,601,581	No data	41.50
1896.....	826,620	454	468,824,531	No data	40.77
1895.....	785,034	441	445,508,261	No data	41.44
1894.....	779,608	444	No data	No data	.....
1893.....	873,602	515	No data	No data	.....
1892.....	821,415	506	No data	No data	.....
1891.....	784,285	486	No data	No data	.....
1890.....	749,301	479	No data	No data	.....
1889.....	704,743	459	No data	No data	.....

(a) Includes \$30,000,000 estimate pay-roll of Southern Pacific, whose records were destroyed in the San Francisco disaster.

(b) Bureau computations.

NUMBERS OF DIFFERENT CLASSES OF FREIGHT CARS.

At the close of the year 1910 the several classes or kinds into which freight cars are divided, were as follows: box cars, 966,577; flat cars, 153,918; stock cars, 77,584; coal cars, 818,689; tank cars, 7,434; refrigera-

tor cars, 30,918; and other cars 78,411. The average capacity in tons of a box car was 33; of a flat car 33; a stock car 30; a coal car 41; a tank car 39; a refrigerator car 30; and of other cars 37.

PASSENGER TRAFFIC.

A summary of the passenger traffic for the year 1911 shows that there were 997,409,882 passengers carried; that there were 33,201,694,699 passengers carried one mile; and that the mileage of revenue passenger trains amounted to 572,929,421. The aver-

age number of passengers in a train 55; the average journey per passenger was 33.48 miles; and the average revenue per passenger per mile was 1.974 cents. The passenger revenue amounted to \$657,638,291.

FREIGHT TRAFFIC.

At the end of the fiscal year 1911 the grand total of freight traffic for the United States amounted to 1,718,014,118 tons, plus 63,623,836 tons—the latter amount being unassigned freight, while the former was assigned. The products of agriculture, having a total freight tonnage of 166,864,072, were divided as follows: Grain, 71,126,786 tons; flour, 19,557,516; other mill products, 15,475,563; hay, 12,033,156; tobacco, 1,706,044; cotton, 7,228,879; fruit and vegetables, 29,108,043; other products of agriculture, 10,628,085 tons.

The products of animals, totaling 41,214,057 tons, were divided as follows: Live stock, 20,416,150; dressed meats, 5,637,469; other packing-house products, 4,809,181; poultry, game and fish, 1,587,942; wool, 1,023,914; hides and leather, 2,653,507; other products of animals, 5,085,894 tons.

From the products of the mines the total freight traffic amounted to 921,129,439 tons and was divided as follows: Anthracite coal, 127,402,064; bituminous coal, 479,638,745; coke, 60,804,241; ores, 133,082,878; stone,

sand, and other like articles, 99,352,583; other products of mines, 20,848,929 tons.

The products of the forests, divided into lumber, 125,185,647 tons, and other products of the forest, 61,770,233 tons, amounted to 186,955,880 tons for the year 1911.

The manufactures of the United States, making a total freight tonnage of 267,776,334, were divided according to freight traffic as follows: Petroleum and other oils, 17,596,449; sugar, 6,923,808; naval stores, 1,553,271; iron, pig and bloom, 22,713,623; iron and steel rails, 8,920,596; other castings and machinery, 23,052,502; bar and sheet metal, 29,899,867; cement, brick and lime, 61,082,645; agricultural implements, 3,264,739; wagons, carriages, tools, etc., 3,008,857; wines, liquors and beers, 6,829,700; household goods and furniture, 3,820,113; other manufactures, 79,110,164 tons.

The freight traffic for merchandise amounted to 60,976,778 tons and miscellaneous—other commodities, to 73,097,558 tons.

SUMMARY OF FREIGHT MILEAGE, REVENUE, AND RECEIPTS PER TON MILE.

During the year 1901 the number of tons carried one mile amounted to 147,077,136,040 and during the year 1912 to 261,416,643,000; thus making a total increase for the 11 years of 77.5 per cent. The freight revenue

for the year 1901 amounted to \$1,118,543,014 and for 1912 to \$1,936,237,488; making an increase of 73.1 per cent. for the 11 years. The receipts per ton mile in 1901 amounted to 7.50 mills and in 1912 to 7.41 mills.



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**MAGNITUDE OF LEADING RAILROAD LINES OF THE WORLD
REPRESENTED BY SIZE OF LOCOMOTIVES.**

PASSENGER AND FREIGHT REVENUES.

Analyzing the revenues of the passenger service for the fiscal year 1890, we find that the revenue per passenger per mile was 2.167 cents; the revenue per passenger carried, \$0.50818; the revenue per train-mile, passenger trains, \$1.08641; and the passenger earnings per mile of road, \$1,978.19. For the freight service for the same year the revenue per ton per mile amounted to 0.927 cents; the revenue per ton of freight carried \$1.08781; the revenue per train-mile, freight trains, \$1.65434; freight earnings per mile of road, \$4,588.82. Thus the total revenue per train-mile for all trains amounted to \$1.44231, and the cost of running a train one mile \$0.96006.

In 1900 the passenger revenues were as follows: revenue per passenger per mile 2.003 cents; revenue per passenger carried \$0.56459; revenue per train-mile, passenger trains, \$1.01075; passenger earnings per mile of road \$2,067.17. The freight revenues for the same year were: revenue per ton per mile 0.729 cents;

revenue per ton of freight carried \$0.99373; revenue per train-mile, freight trains, \$2.00042; freight earnings per mile of road \$5,466.47. Thus the revenue per train-mile for all trains amounted to \$1.65721 and the cost of running a train one mile \$1.07288.

The passenger revenues for the year 1911 were divided into revenue per passenger per mile, 1.974 cents; revenue per passenger carried, \$0.65798; revenue per train-mile, passenger trains, \$1.30921; and passenger earnings per mile of road, \$3,312.00. On the freight service the revenue per ton per mile amounted to 0.757 cents; the revenue per ton of freight carried \$1.07944; the revenue per train-mile, freight trains, \$2.89548; the freight earnings per mile of road, \$7,895.00. Thus the revenue per train-mile for all trains amounted to \$2.24824 and the cost of running a train one mile \$1.54338. The term "ton" generally signifies the short ton of 2,000 pounds.

CONSUMPTION OF FUEL OIL.

The increasing use of fuel oil is due to many causes. It has been demonstrated from tests made on some of the railroads accessible to the oil fields and refineries of the West, where fuel oil can be purchased cheaply, that the cost of operating with oil is less and its use equally as efficient as coal, the supplies of which are at times very low and uncertain on account of strikes and shutdowns of mines, and often on account of shortage of cars for the transportation of the coal, especially in the winter season. In some localities where oil is coming into use, as in Nevada, the cost of coal is extremely high. Another reason for the use of oil is the prevention or the

elimination of forest fires, which in the last few years have been so disastrous in the northwestern part of the country. In addition to the economy of the use of oil as compared with coal on railroads, it is very much cleaner and safer for the traveler, there being no smoke or cinders.

In 1911 there were 27,368 lines of mile operated by the use of fuel oil. The total quantity of fuel oil consumed by railroads for the same year amounted to 27,774,821 barrels. The total mileage made by oil-burning engines for that year was 104,270,964 and the average number of miles traveled per barrel of oil consumed was 3.75.

REVENUES AND EXPENSES.

A general summary of the monthly reports of revenues and expenses made up by the Bureau of Railway News and Statistics (95% of all roads) shows that the average number of miles operated during 1912 was 236,444. The operating revenue, which

amounted to \$2,806,177,194, was made up as follows: Passenger, \$653,598,401; freight, \$1,936,237,488; mail, \$50,458,769; express, \$73,053,799; other revenues from operation, \$92,828,737. The operating expenses, amounting to \$2,064,645,750, were

divided as follows: Maintenance of way and structures, \$360,446,190; maintenance of equipment, \$446,446,230; traffic expenses, \$59,895,212; transportation expenses, \$1,008,019,735; general expenses, \$71,684,564; taxes, \$118,153,819. Deducting the total expenses and taxes from the revenues from operation, we have a total operating income of \$746,385,701; of this amount, \$741,531,444 was derived from rail operations, and \$4,854,257 from outside operations.

At the close of the year ending June 30, 1890, the railroads had a total of \$4,409,658,453 stocks outstanding, of which \$1,598,131,933, or 36.24 per cent., were paying dividends. This stock of the railroads paid dividends at an average rate of 5.45 per cent. The railroads paid \$87,071,613 dollars in dividends and \$221,499,702 interest on the funded debt, making a total of \$308,571,315. The interest on interest-bearing current liabilities amounted to \$8,114,768.


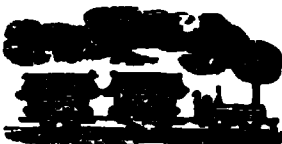

In 1900 the total stock of the railroads was \$5,845,579,593 and the stock-paying dividends amounted to \$2,668,969,895, or 45.66 per cent. of the total amount of stock. The average rate paid was 5.23 per cent., making a total of \$139,597,972 paid in dividends. The interest on the funded debt amounted to \$252,949,616, making a total expenditure on dividends

and interest on the funded debt of \$392,547,588. The interest on the interest-bearing current liabilities amounted to \$4,912,892.

At the end of the year 1911 the total amount of stock paying dividends was \$5,730,250,326, or 67.65 of the total amount of outstanding stock. The average rate paid on stock was 8.03 per cent., or \$460,195,376. The interest on the funded debt amounted to \$410,326,852, making a total of \$870,522,228 paid for interest and dividends. The interest on the interest-bearing current liabilities amounted to \$26,207,567.

At the end of the fiscal year 1911, the assets for the 244,089.14 miles of line represented were as follows: Net investment in road and equipment, \$15,872,462,792; other investments, \$4,551,785,530; sundry assets (including deferred debit items), \$348,227,510; current accounts, \$1,743,499,260; making the total assets \$22,515,975,092.

The liabilities for the same number of miles of road and for the same year were as follows: Capital stock, \$8,582,463,256; bonded debt (including real estate mortgages, equipment, trust obligations, etc.), \$10,989,608,551; unfunded debt (including appropriated surplus), \$418,122,751; current accounts, \$1,139,377,126; sinking and other funds, \$230,573,472. The excess of assets over liabilities was, therefore, \$1,155,829,092.

TOW BOAT			RAIL ROAD LINE FROM NEW YORK TO BUFFALO.		
Tow Boat	to		  		
River,	\$		<i>The Bearer,</i> <i>has paid me</i>		
Rail Road,	\$		<i>Dollars for the passage of</i>		
Canal,	\$		<i>Persons, from New York to</i>		
to Cr. of	\$		<i>One hundred pounds of baggage free for each full passenger on the</i>		
			<i>Peiver, and fifty pounds on the Peail Peoad and Canal.</i>		
183			TOW BOAT NEW YORK, 183		
			To JOHN M. HUGHES, } <i>Schenectady.</i>		

RAILROAD TICKET OF THE EARLY THIRTIES.

RAILROAD SPEEDS.

Month, day, year.	Railroad.	From.	To.	Dist. Miles.	Time, h. m. s.	Speed miles per H.
6-14-'80	P. R. R.	Philadelphia	Jersey City	90	1:33:00	58.06
0-0-'80	Gt. N. (Eng.)	London	Grantham	105.5	1:51:00	66.5
4-22-'82	W. Jersey	Camden	Cape May	81.5	1:23:30	58.63
7-12-'83	B. S. & N. Y.	Syracuse	Binghamton	79	1:23:00	57.11
5-9-'84	P. & R.	N. Y. Div.	M. P. 48	14	0:11:19	74.2
5-8-'85	L. S. and N. Y. C.	Chicago	New York	964	22:45:00	42.38
7-9-'85	W. Shore	Alabama	Gen. Junc.	36.3	0:30:00	72.60
6-17-'86	C., B. & Q.	Princeton	Burlington	170	2:58:00	57.3
7-5-'86	Wabash	K. City	Peru	563	13:45:00	41
8-8-'86	N. Y. C. & H. R.	Syracuse	Fairport	70.25	1:01:20	68.73
7-10-'88	L. & N. W.-Cal.	London	Edinboro	400	7:52:00	50.85
8-0-'88	L. & N. W.	Crewe	Preston	51	0:50:00	61.20
8-0-'88	L. & N. W.	Preston	Carlisle	90	1:30:00	60
8-30-'88	N. E. (Eng.)	York	Newcastle	80.5	1:18:00	62
8-31-'88	Gt. N. (Eng.)	London	Edinboro	392.5	7:26:45	52.7
4-8-'89	C. & N. W.	Chicago	Council Bluffs	490	12:30:00	39.2
5-19-'89	P., F. W. & C.	Ft. Wayne	Chicago	148.3	2:59:00	49.7
5-26-'89	Mich. C.	S. Bridge	Chicago	511	11:41:00	43.74
3-10-'90	P. & R.	Philadelphia	Jersey City	90	1:25:00	63.53
3-10-'90	P. R. R.	Jersey City	Washington	226	4:18:00	52.56
3-10-'90	P. R. R.	Washington	Jersey City	226	4:19:00	52.35
6-22-'91	N. Y. C. & H. R.	New York	Buffalo	439.52	8:58:00	49.2
8-0-'91	Canadian Pac	Vancouver	Brockville	2,792	76:31:00	36.49
9-14-'91	N. Y. C. & H. R.	New York	E. Buffalo	436.32	7:17:30	59.56
10-16-'91	N. Ry. (France)	Paris	Calais	184	3:43:00	49.51
11-28-'91	P. R. R.	Jersey City	Washington	227	4:11:00	54.22
12-22-'91	B. & O.	Philadelphia	Canton	91.6	1:41:00	54.41
3-28-'92	N. Y. C. & H. R.	Onelda	De Witt	21.37	0:17:40	72.69
11-18-'92	Cent. N. J.	Fanwood	.....	1	0:00:37	97.3
11-18-'92	P. & R.	Jenkintown	L'horne	5	0:03:25	87.8
12-0-'92	L. & N. W.	Crewe	Rugby	76	1:11:00	64.23
5-9-'93	N. Y. C. & H. R.	Grimesville	.....	1	0:00:35	102.8
5-19-'93	N. Y. C. & H. R.	Syracuse	E. Buffalo	146	2:21:00	62.13
5-19-'93	N. Y. C. & H. R.	Looneyville	Grimesville	5	0:03:00	100
5-28-'93	N. Y. C. & H. R.	New York	Chicago	964	19:57:00	48.2
8-28-'93	L. S. & M. S.	Seymour	N. Tower	42	0:35:34	70.96
3-23-'94	P., C., C. & St. L.	C. Bluffs	Chicago	488	12:52:00	41.1
4-17-'94	C. & N. W.	Cleveland	Erie	95.5	1:35:00	60.32
8-26-'94	L. S. & M. S.	Jacksonville	Washington	780.8	15:49:00	49.36
4-0-'95	C. B. & Q.	Chicago	G'burg	163	2:45:00	59.27
4-21-'95	Camden & Atl.	Camden	Atlantic City	58.3	0:45:45	76.46
8-21-'95	West Coast	London	Aberdeen	540	8:55:00	60.56
8-21-'95	East Coast	London	Aberdeen	523	8:40:00	60.35
9-11-'95	N. Y. C. & H. R.	New York	E. Buffalo	436.32	6:51:56	63.54
9-24-'95	N. Y. C. & H. R.	Albany	Syracuse	147.84	2:10:00	68.23
10-24-'95	L. S. & M. S.	Erie	Buffalo	86	1:10:46	72.91
10-24-'95	L. S. & M. S.	Chicago	Buffalo	510.1	8:01:07	63.61
10-24-'95	P. R. R.	Jersey City	Philadelphia	89.6	1:33:21	57.6
5-7-'96	Mich. C.	Windsor	St. Thomas	11.2	1:43:05	64.72
5-7-'96	Mich. C.	St. Thomas	Fort Erie	118.2	1:47:15	36.13
6-10-'96	Atlantic City	Camden	Atlantic City	55.5	0:48:00	62.4
6-20-'96	Atlantic City	Camden	Atlantic City	55.5	0:57:00	58.42
7-3-'96	C., M. & St. P.	Forest Glen	Nat. Ave.	74	1:22:00	54.2
11-21-'96	S. & R.	Weldon	Shops	76.8	1:12:30	63.56
2-15-'97	C., B. & Q.	Chicago	Denver	1,025	18:53:00	54.27
3-11-'97	Char. & Sav.	Cent. Junc.	Ashley J.	102	1:40:00	61.02

RAILROAD SPEEDS—Continued.

Month, day, year.	Railroad.	From.	To.	Dist. Miles.	Time, h. m. s.	Speed miles per H.
4- 9-'97	Atlantic Coast L.	Florence, S. C.	Rocky Mt.	172.2	3:00:00	57.70
4-21-'97	Lehigh V.	Alpine	Geneva Junc.	44	0:33:00	80.
7-14-'97	Atl. City (P. & R.)	Camden	Atlantic City	55.5	0:46:30	71.60
7-16-'97	P., Ft. W. & C.	G. R. & I. Jc	Colehour	132.5	2:15:00	58.8
8- 3-'97	Union Pacific	Evanston	Omaha	955.2	23:55:00	39.93
8- 3-'97	Union Pacific	N. Platte	Omaha	291.0	5:35:00	52.1
11-29-'97	Union Pacific	Cheyenne	Council Bluffs	519	9:19:00	55.7
12- 4-'97	Union Pacific	Sidney	Omaha	414.2	7:12:00	57.5
2-13-'98	Erie	Jersey City	Buffalo	423.	7:30:00	56.4
8-20-'98	Atlantic City	Camden	Atlantic City	55.5	0:46:45	71.2
1- 2-'99	Chic., B. & O.	Omaha	Chicago	500.2	8:43:00	57.38
4-23-'99	Chic., B. & O	Clyde	Burlington	197.3	3:04:00	64.33
7- 9-'99	Del., L. & W.	Bath	East Buffalo	104	1:30:00	69.30
7-19-'99	Vandalia	Clayton	Transfer	18	0:14:00	77.00
7-22-'99	Atlantic City	Camden	Atlantic City	55.5	0:51:15	65.00
7-31-'99	W. J. & S. (Penn.)	Camden	Atlantic City	58.3	0:50:30	69.30
10- 7-'99	Penn. W. Pittsburgh	Ft. Wayne	Chicago	148.3	2:50:00	52.30
10-14-'99	Wabash	Tilton	Granite City	176.6	2:47:30	63.30
11-22-'99	L. S. & M. S.	Buffalo	Cleveland	183	3:25:00	...
3-27-'00	Atch., T. & S. F	Los Angeles	Chicago	2,236	58:00:00	38.55
4-30-'00	Chic., B. & Q.	Burlington	Chicago	205.8	3:23:00	60.80
7- 9-'00	N. Y. C. & H. R.	Rochester	Syracuse	80.7	1:25:00	56.70
7- 4-'00	Atlantic City	Camden	Atlantic City	55.5	0:44:15	75.20
8-16-'00	Atlantic City	Camden	Atlantic City	55.5	0:44:15	75.20
9-30-'00	Penn. Lines	Ft. Wayne	Clarke J.	126	2:38:00	47.90
12-21-'00	Burlington	Omaha	Billings	892.6	16:23:00	54.40
3- 1-'01	Sav., F. & W.	M. P. 69	M. P. 74	4.8	0:02:40	107.90
9- 5-'01	Mich. Cent.	Susp. Bridge	Windsor	229	3:40:00	62.45
2- 9-'02	N. Y., N. H. & H.	Harlem R.	Boston	228	4:12:00	54.30
3-24-'02	Penn.	Philadelphia	Jersey City	89.8	1:19:00	68.17
3-24-'02	Burlington	Eckley	Wray	14.8	0:09:00	98.66
6-21-'02	Penn.	Harrisburg	Altoona	131.4	2:10:00	60.70
5-25-'03	L. S. & M. S.	Toledo	Elkhart	133.4	1:54:00	70.20
6-19-'03	L. & N. W.	London	Carlisle	299.2	5:58:00	50.14
8- 8-'03	A. T. & S. F.	Chicago	Los Angeles	2,267	52:49:00	42.80
4-27-'04	Mich. Cent.	Niagara Falls	Windsor	225.7	3:18:00	68.38
6- 9-'04	Gt. Western	Plymouth	London	246.8	3:46:48	65.30
7-20-'04	Atlantic City	Camden	Atlantic City	55.5	0:43:00	77.40
5-14-'05	Atlantic City	Atlantic City	Camden	55.5	0:42:33	78.26
6- 8-'05	Penn.	E. Tolleston	Donaldson	50	0:38:00	79.00
6-13-'05	L. S. & M. S.	Chicago	Buffalo	525	7:33:00	69.53
0- 0-'05	{ N. Y. C. }	New York	Chicago	964	18:00:00	53.55
7- 9-'05	{ L. S. & M. S. }	Los Angeles	Chicago	2,246	44:54:00	50.00
10-23-'05	{ Southern Pac. }	Oakland	Jersey City	3,239	73:12:00	44.30
	{ Union Pac. }					
	{ Chic. & No. West. }					
	{ L. S. & M. S. }					
	{ Erie }					
10-23-'05	Penn.	Crestline	Ft. Wayne	131.4	1:41:20	77.81
10-24-'05	Penn.	Crestline	Clarke J.	257.4	3:27:20	74.55
11- 3-'05	Penn.	Harrisburg	Chicago	717	12:49:00	56.00
5- 5-'06	{ Southern Pac. }	Oakland	New York	3,255	71:27:00	45.60
	{ Union Pac. }					
	{ Chic. & N. W. }					
	{ L. S. & Mich. So. }					
	{ N. Y. Cent. }					
6-19-'06	Atlantic City	Camden	Atlantic City	55.5	0:43:30	76.70

*From *Locomotive Dictionary*.—Courtesy *Railroad-Age-Gazette*.

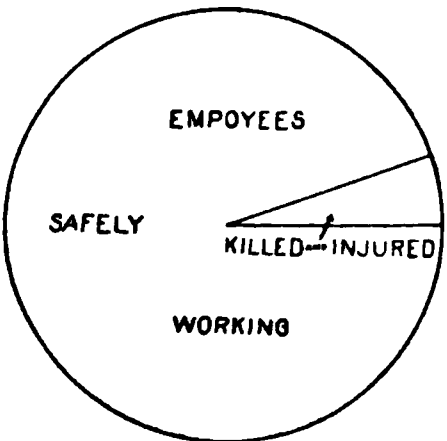
LATEST RAILROAD SPEEDS.

Month, day, year.	Railroad.	From.	To.	Dist. Miles.	Time, h. m. s.	Speed miles per H.
3-28-'09	{ N. Y. C. L. S. L. S. M. C. }	Mott Haven	Chicago	959	16:30:00	58.12
7-29-'09	{ L. S. M. C. }	Toledo	Elkhart	134	1:50:00	73.08
8-16-'09	C. & N. W.	Chicago	St. Paul	409	7:24:00	54.05
8-17-'09	C. & N. W.	St. Paul	Chicago	409	7:24:00	54.05
10- 2-'09	U. P.	Omaha	Denver	575	12:30:00	46.0
1-17-'10	{ N. Y. C. L. S. }	New York	Chicago	964	18:30:00	52.1
5-21-'10	Mich. C.	Windsor	Falls View	224	3:44:00	60.0
12- 0-'10	C. of N. J.	Jersey City	Washington	227	4:04:00	55.8
2-16-'11	{ S. P. R. Is. N. Y. C. }	Yuma	New York	2,787	74:19:00	40.41
2-28-'11	P. R.	Altoona	Philadelphia	235.1	3:29:00	67.5
2- 0-'11	P. R.	Washington	New York	226.8	3:55:30	57.8
12-22-'11	C. & N. W.	Chicago	Clinton	138	2:16:00	59.1
4-00-'11	N. Y. C.	Syracuse	Buffalo	149	2:20:00	63.84
4-00-'11	C. of N. J.	Philadelphia	Jersey City	90	1:42:00	52.9

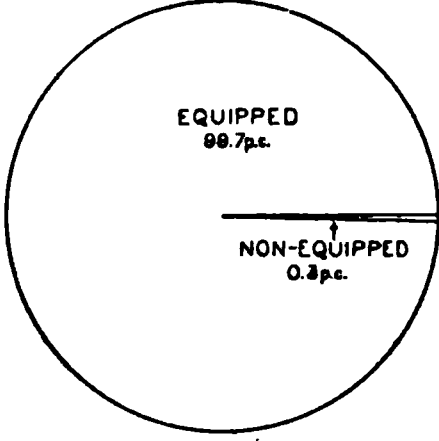
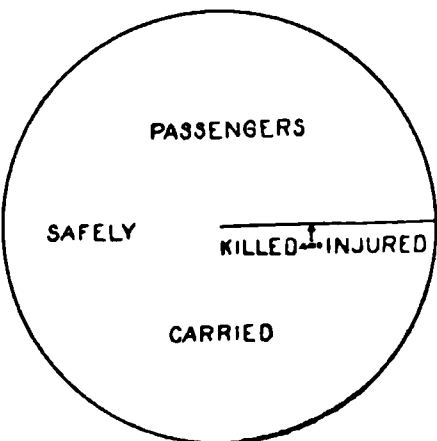
Courtesy Railroad-Age-Gazette.

RAILWAY MAIL REVENUES.

Year	Railway Mail Revenues	Number of Railway Mail Clerks	Postal Revenues
1902.....	39,963,248	9,627	121,848,047
1903.....	41,709,396	10,418	134,224,443
1904.....	44,499,732	11,621	143,432,624
1905.....	45,426,125	12,474	152,826,585
1906.....	47,371,453	13,598	167,932,783
1907.....	50,378,964	14,357	183,585,006
1908.....	48,517,563	15,295	191,478,663
1909.....	49,380,783	15,866	203,562,383
1910.....	48,913,888	16,578	224,128,657
1911.....	50,702,625	16,792	237,879,823
1912.....	50,458,769	16,636	246,744,015
Ten years' increase, per cent.....	28.8%	72.8%	101.7%



Risk of Employees and Passengers on American Railways.



Safety Appliances on American Railways.

RAILWAY SPEED IN ENGLAND.

The Fastest Running, without stoppage, is made by the Companies as under:—

Company	Train	From	To	Time	Distance	Average Speed
				H. M.	Miles.	
North Eastern	1 9	Darlington	York	0 43	44½	61.7
Great Central	4 33	Leicester	Nottingham	0 52	32½	61.3
Great Western	11 0	Paddington	Bath	1 48	106½	59.4
Great Northern	12 7	Peterborough	King's Cross	1 18	76½	58.6
Midland	10 10	Kettering	Bedford	0 23	27½	58.0
London and North Western	9 31	Willesden	Coventry	1 32	88½	57.7
London and South Western	5 3	Basingstoke	Vauxhall	0 49	46½	56.9
Caledonian	5 58	Perth	Aberdeen	1 37	89½	55.9
Lancashire and Yorkshire	8 40	Liverpool	Manchester	0 40	37	55.5
Cheshire Lines	5 10	Manchester	West Derby	0 34	31½	55.1
Great Eastern	2 43	Uxbridge	Spalding	0 44	40½	54.8
Glasgow and South Western	2 6	Kilmarnock	Dumfries	1 4	58	54.6
Great Southern and Western	12 36	Bathampton	Mallow	1 28	77½	53.0
South Eastern and Chatham	4 51	Forbridge	Ashford	0 31	26½	51.3
London, Brighton & South Coast	11 0	Victoria	Brighton	1 0	51	51.0
London, Tilbury & Southend	4 13	Stepney	Westcliff	0 39	23	50.8
Hull and Barnsley	9 7	Hensworth	Howden	0 30	25	50.0
Great Northern (Ireland)	6 56	Drogheda	Dublin	0 39	31½	48.1
North British	9 12	Haymarket	Cowairs	0 55	44½	48.5
Highland	11 5	Blair Athol	Perth	0 45	35½	47.0
North Stafford	1 8	Crewe	Rhyl	1 7	51½	45.9

The Longest Runs without stoppage are made by the Companies as under:—

Company	Train	From	To	Time	Distance	Average Speed
				H. M.	Miles.	
Great Western	10 30	Paddington	Plymouth	4 7	225½	54.8
London and North Western	11 10	Edinburgh	Rhyl	3 58	209½	52.7
Midland	11 50	St. Paulas	Shapley	4 3	206	50.38
Great Northern	2 20	Waverham	King's Cross	3 5	175½	57.2
Great Central	3 15	Marylebone	Sheffield	2 57	164½	55.8
Caledonian	1 42	Carlisle	Perth	3 3	150½	49.6
Great Eastern	1 30	Liverpool Street	North Walsham	2 38	131	49.7
North Eastern	11 14	Newcastle	Edinburgh	2 18	124½	54.1
London and South Western	4 10	Waterloo	Bournemouth	2 0	108	54.0
North British	9 30	Edinburgh	Carlisle	2 12	98½	45.1
Glasgow and South Western	2 6	Kilmarnock	Carlisle	1 46	91½	51.5
Great Southern and Western	1 40	Charles	Dublin	1 40	86½	52.0
London Brighton & South Coast	1 48	Clapham Junction	Fratton	1 59	81½	41.2
South Eastern and Chatham	11 0	Victoria	Dover Town	1 40	77½	46.1
Highland	11 50	Perth	Newtown	1 54	68½	36.1
Mid. and Great Northern Joint	2 38	Peterborough	Milton Constable	1 37	68½	42.2
Somerset and Dorset	2 13	Bath	Poole	1 39	67	40.6
Lancashire and Yorkshire	8 0	Blackpool	Halifax	1 58	60	32.7
Midland Great Western	5 58	Mulrington	Dublin	1 14	50	40.3

* Single line, wholly or partly.

FASTEST LONG-DISTANCE TRAINS.

Railway.	From.	To.	Miles.	Speed, miles per hour
Northern (France).....	Paris	Calais	185.1	59.72
Prussian.....	Berlin	Hamburg	177.69	52.51
London & North West.....	London	Edinburgh	393.5	50.77
N. Y. C. & L. E. & M. S.	New York	Chicago	962.49	50.66
Caledonian.....	London	Edinburgh	401.5	50.18
P. L. & M. (France).....	Paris	Mentone	687.5	49.10
Pennsylvania.....	New York	Chicago	897.0	47.21
Orleans (France).....	Paris	Bayonne	488.0	49.3
N. Y. C. & H. R.	New York	Buffalo	440.0	49.3
O. & S. (France).....	Paris	Madrid	903.0	38.49
Various.....	Ostend	Vienna	822.0	37.85

From the June, 1912, Railway and Locomotive Engineering.

The Loetschberg Railway Tunnel through the Bernese Alps entailed an expenditure of \$20,000,000. It is nine miles long, and is therefore the third

largest in Europe. It gives a direct connection with the Simplon Tunnel Railway, and shortens the route from Milan to Calais by about eighty miles.

RAILROAD ACCIDENTS.

During the year 1900 there were 2,550 employees of the railroads killed and 39,643 injured, or for every 399 men employed one was killed and for every 26 men employed one was injured. In 1909 the total number of employees killed was 2,610 and of those injured 75,006, or for each 576 men employed one man was killed and for each 20 men employed one was injured.

The total number of passengers killed during the year 1900 was 249 and of those injured 4,128, or for every 2,316,591 passengers carried one was killed and for every 139,736 carried one was injured. In 1909 253 passengers were killed and 10,311 injured, or for every 3,523,606 carried one was killed and for every 86,458 carried one was injured.

The number of other persons killed for the year 1900 was 5,066 and during 1909, 5,859; while those injured in 1900 numbered 6,549 and in 1909, 10,309. The total number of persons killed during 1900 was 7,865

and of those injured 50,320, and in 1909 total of those killed was 8,722 and of those injured 95,626.

During the year 1912 there were 270 passengers killed in railway accidents; 3,283 employees, 5,424 trespassers and 1,198 other persons, not trespassers, making the total for the year 10,185, as compared with 9,957 in 1911 and 9,682 in 1910.

During the year 1912 the railroads paid to persons on account of injuries a total amount of \$27,640,851, or 0.86 per cent of earnings. Of this amount, \$2,034,485 was paid as a result of maintenance of way; \$1,844,039 as maintenance of equipment; \$23,762,327 as transportation.

Another loss of \$34,197,285 incurred by the railroads was divided as follows: Loss and damage to freight, \$24,953,843; to baggage, \$304,925; to property, \$4,846,165; to live stock, etc., \$4,092,352. This amount was 1.13 per cent of the net earnings of the railroads.

SAFETY APPLIANCES.

In the matter of safety appliances, American railroads are far more completely equipped than the railways of any other country. With those twin devices for the protection of

trains and employees, train brakes and automatic couplers, their equipment is practically complete—the proportion being 98% and 99.7%, respectively.

BLOCK SIGNALS.

At the end of the year 1912, 22,236 miles of track were equipped with automatic block signals; 55,719 with non-automatic block signals and 276 miles not classified, thus making a total of 78,231 miles having a block signal system of some sort. The total number of miles having a block signal system in 1911 was 76,408, thus making an increase in 1912 of 1,823 miles of line. After elaborate investiga-

tions, the cost of installing and maintaining the block signal system, was reported as follows: Cost of installation of automatic block signals on railway mileage not equipped, \$286,492,976; annual cost for maintenance, depreciation and interest charge, \$73,751,012. The estimated cost of installation was \$1,232 per mile, and for maintenance, \$169 per mile of track per year.

TRAIN SERVICE.

During the year ending March 31, 1909, the steam railroads of the State of New York ran 650,592 trains or an average of 54,216 each month. During 1910 they report 703,816 trains, or 58,651 a month; and during 1911, 758,833, or 63,236 a month. For this period of three years an average of 83.4 per cent. of the trains were on time. For each train the average delay was 25.96 minutes. The principal causes of delay were: wait-

ing for trains on other divisions, 32.6 per cent.; train work at stations, 14.3 per cent.; waiting for train connections with other railroads, 13 per cent.; trains ahead, 7.5 per cent.; engine failures, 7.1 per cent.; meeting and passing trains, 6.3 per cent.; and wrecks, 5.7 per cent.

There are 47 steamships engaged in cable-laying and repairing.

SUMMARY OF CASUALTIES TO PERSONS IN RAILWAY ACCIDENTS FOR THE YEARS ENDING JUNE 30, 1911, AND 1912.

	1912		1911	
	Killed	Injured	Killed	Injured
Passengers:				
Collisions.....	49	4,184	55	3,176
Derailments.....	65	3,956	39	2,374
Other Accidents to Trains.....	.....	76	.....	90
Other Causes.....	156	6,125	187	5,753
Total Passengers.....	270	14,291	281	11,393
Employees on Duty:				
Collisions.....	292	3,592	335	3,567
Derailments.....	251	3,015	258	2,258
Other Accidents to Trains.....	78	1,716	75	1,858
In Coupling Accidents.....	192	3,235	209	2,966
Overhead Obstructions.....	77	1,523	76	1,510
Falling from Cars.....	573	13,874	539	12,989
Other Causes.....	1,505	24,260	1,454	22,740
Total Employees.....	2,968	51,215	2,946	47,281
Total Passengers and Employees on Duty..	3,238	65,506	3,227	59,281
Employees not on Duty:				
In Train Accidents.....	20	156	13	174
In Coupling Accidents.....	.....	2	.....	.....
Overhead Obstructions.....	1	12	2	13
Falling from Cars.....	53	312	49	357
Other Causes.....	241	477	223	410
Total.....	315	959	292	954
Other Persons:				
Not Trespassing—				
In Train Accidents.....	13	277	11	175
Other Causes.....	1,185	4,746	1,143	4,898
Total.....	1,198	5,023	1,154	5,073
Trespassers:				
In Train Accidents.....	91	151	81	141
Other Causes.....	5,343	5,536	5,203	5,473
Total.....	5,434	5,687	5,284	5,614
Total Accidents Involving Train Operation.	10,185	77,175	9,957	70,922
Industrial Accidents to Employees:				
Not Involving Train Operation.....	400	92,363	439	79,337
Grand Total.....	10,585	169,538	10,396	150,159
1910.....	9,632	119,507	.....	.....
1909.....	8,722	95,626	.....	.....
1908.....	10,188	104,230	.....	.....
1907.....	11,839	111,016	.....	.....
1906.....	10,618	97,706	.....	.....
1905.....	9,703	86,008	.....	.....
1904.....	10,046	84,155	.....	.....
1903.....	9,840	76,553	.....	.....
1902.....	8,558	64,662	.....	.....
1901.....	8,455	53,339	.....	.....
1900.....	7,865	50,320	.....	.....
1899.....	7,123	44,620	.....	.....

DENSITY OF POPULATION.

Egypt proper is the most densely populated country, having 931 per square mile. Belgium comes next with 660, then Holland. The United Kingdom has 373, Japan 336, after which come the other European Countries down to Russia with 63.7 and Sweden with 31.8. The United States has only 30.9, and the South American Republics all less. Australia contains only 1.38 persons per square mile. In England there is an average of just about 1 person per acre.

Lord Rayleigh has recently made some interesting experiments to determine the colors of the sea and sky. Other experimenters, such as Davy, Bunsen, and Spring, were all satisfied that the color of water was blue, but Lord Rayleigh's experiments have supplied only limited confirmation of that view.

What appears to be the intrinsic color of the sea he finds is often due to the color of the sky or is affected by the color of the bottom. With carefully distilled water he got the same blue color of water as the water from Capri and Suez, while that from Seven Stones Light-ship, off the Cornish coast, gave a full green.

KILLED IN EUROPEAN RAILWAY ACCIDENTS.

Country	Year	Pas- sengers	Em- ployes	Other Persons	Total	Preced- ing Year
United Kingdom.....	1911...	112	446	601	1,159	1,121
Germany.....	1910...	97	543	624	1,264	1,394
Russia (a).....	1908...	198	645	1,866	2,709	2,950
France.....	1909...	(b) 8	351	c 333	692	625
Austria.....	1910...	29	112	153	294	313
Hungary.....	1910...	24	140	189	353	356
Italy.....	1910-11	25	107	209	341	438
Spain.....	1907...	25	64	213	302	219
Portugal.....	1904...	.....	.....	.....	55	37
Sweden.....	1909...	6	32	59	97	91
Norway.....	1910-11	1	7	8	16	13
Denmark (d).....	1910-11	1	9	16	26	30
Belgium.....	1910...	11	71	70	152	95
Holland.....	1909...	3	20	9	32	37
Switzerland.....	1910...	7	32	46	85	99
Roumania.....	1910-11	7	28	69	104	18
Total Europe.....		554	2,607	4,465	7,626	7,797
Europe (e).....	1910...	692	2,689	4,461	7,897	.....
".....	1909...	671	2,641	4,322	7,689	.....
".....	1908...	630	2,536	3,580	6,803	.....
".....	1907...	586	2,575	3,400	6,606	.....
".....	1906...	560	2,319	3,553	6,432	.....
".....	1905...	503	2,104	3,414	6,021	.....
".....	1904...	412	1,920	2,665	4,995	.....

(a) Exclusive of local lines and railways of Finland.

(b) In train accidents only.

(c) Excluding suicides, but including passengers killed otherwise than in train accidents.

(d) State railways only.

(e) These figures are those compiled for this Bureau each year since its organization, the details for each country appearing in the report of the report for the following year.

STATISTICS OF THE PULLMAN COMPANY.

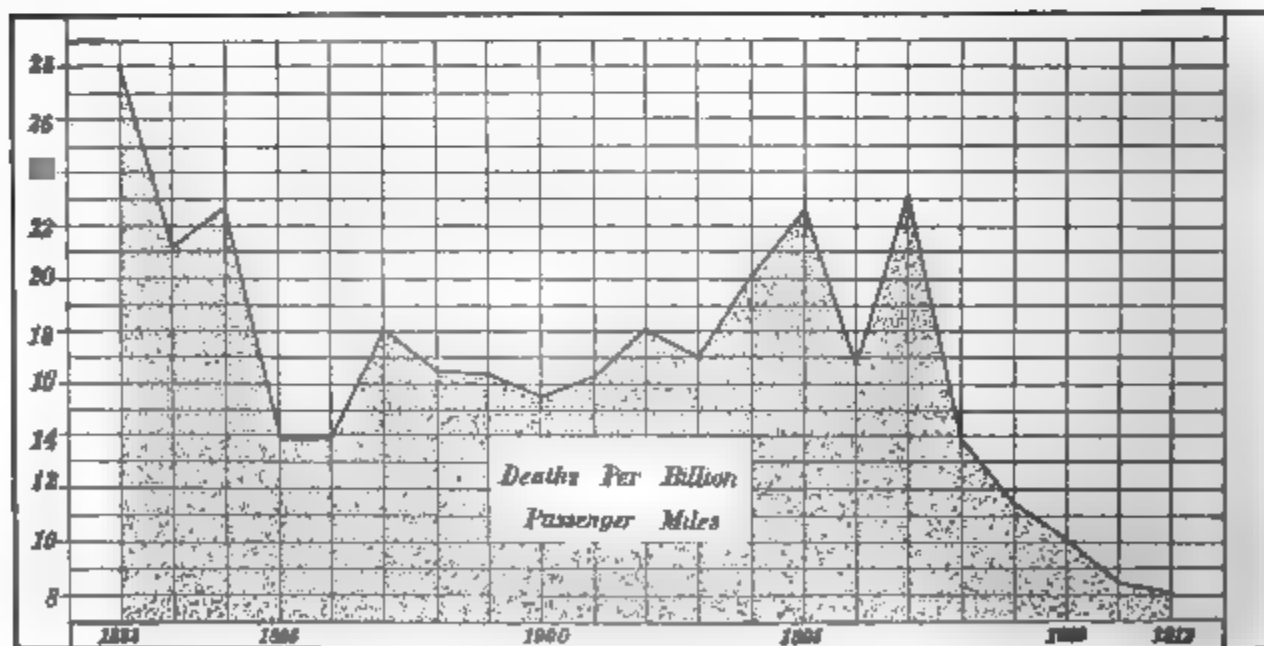
The report rendered by the Pullman Company for the year ended June 30, 1911, places the average mileage (single track) over which operations were conducted at 120,871 miles. The cost of the property and equipment required for the service amounted to \$116,026,015. The operating revenues are divided into berth revenue, \$31,415,913; seat revenue, \$5,585,556; charter of cars, \$601,498; and other miscellaneous revenues to make the total operating revenues \$35,607,582. The conductors employed on the Pullman cars, 2,274 in number, receive an average daily compensation of \$2.82; the 6,317 porters employed receive an average daily compensation of \$1.04; and the 8 stenographers employed by the service receive an average daily compensation of \$2.31.

OPERATING STATISTICS.

Total number of revenue passengers—berth.....	12,435,404
Total number of revenue passengers—seat.....	9,219,648
Average revenue per passenger—berth.....	\$2.53
Average revenue per passenger—seat.....	\$0.61
Total number of car-miles.....	625,539,996
Total number of car-days.....	1,567,916
Average number of revenue passengers per car per day.....	14
Operating revenues per car-mile (cents).....	5.706
Operating revenues per car-day.....	\$22.76753
Operating expenses per car-mile (cents).....	4.143
Operating expenses per car-day.....	\$16.52929
Net operating revenue per car-mile (cents).....	1.563
Net operating revenue per car-day.....	\$6.23823
Average number of car-miles per car-day.....	399

EQUIPMENT (OWNED OR LEASED) IN SERVICE ON JUNE 30, 1911.

Standard sleeping cars.....	4,165
Tourist sleeping cars.....	744
Parlor cars.....	807
Dining cars.....	24
Composite cars.....	142
Private cars.....	36
Miscellaneous cars.....	4
Total.....	5,912

The Falling Rate of Mortality in American Railway Travel

New York Times Annalist.

EXPRESS COMPANIES.

In its Twenty-sixth Annual Report the Interstate Commerce Commission publishes a statement of the income account of express companies as reported to it for the years ending June 30, 1910, 1911 and 1912, the salient features of which are as follows :

Item	1912	1911	1910
Number of Companies.....	12	13	13
Railway Miles Operated.....	248,618	243,472	237,868
Express Operations:			
Gross Receipts from Operation.....	\$160,121,932	\$152,612,880	\$146,116,315
Less Express Privileges.....	78,576,274	73,936,018	69,917,562
Operating Revenues.....	\$81,545,658	\$78,676,862	\$76,198,753
Operating Expenses.....	73,225,682	67,089,233	61,690,473
Net Operating Revenue.....	\$ 8,289,976	\$11,587,629	\$14,508,280
Net Revenue from Outside Operations.....	(a) 46,622	13,117	10,527
Total Net Revenue.....	\$ 8,243,353	\$11,600,746	\$14,518,807
Taxes Accrued.....	1,430,809	1,315,973	1,126,726
Operating Income.....	\$ 6,812,544	\$10,284,773	\$13,392,081
Other Income from Investments, etc.....	5,369,822	6,315,842	5,633,792
Gross Income.....	\$ 12,182,366	16,600,615	19,025,873
Total Deductions, Interest, etc.....	1,237,996	1,234,006	1,037,316
Net Corporate Income.....	\$10,944,370	\$15,366,609	\$17,988,557
Dividends Declared.....	4,625,832	5,848,082	5,928,108

(a) Deficit.

CLASSIFICATION OF MILEAGE COVERED BY OPERATIONS OF EXPRESS COMPANIES ON JUNE 30, 1911.

Name of carrier.	Total mileage.	Steam-road mileage.	Electric-line mileage.	Steamboat-line mileage.
	1911	1911	1911	1911
Total	270,666.37	243,721.41	7,291.94	18,939.65
Adams Express Co	36,560.52	32,784.94	314.58	3,438.00
American Express Co	56,877.95	54,344.00	590.70	1,919.75
Canadian Express Co	7,230.31	6,400.31	66.00	737.00
Canadian Northern Express Co ..	3,391.80	3,369.80	22.00	.....
Globe Express Co	2,903.63	2,903.63	.....	.....
Great Northern Express Co.....	8,803.54	8,466.15	197.39	140.00
National Express Co.....	1,640.25	1,422.25	70.00	148.00
Northern Express Co	7,625.88	7,310.48	54.00	261.00
Pacific Express Co	16,980.65	15,938.11	539.20	503.34
Southern Express Co	32,580.60	31,654.60	80.00	846.00
United States Express Co	32,748.28	28,836.99	3,444.59	466.70
Wells Fargo & Co	58,471.56	45,446.75	1,909.08	10,475.86
Western Express Co	4,851.40	4,843.40	4.00	4.00

STREET AND ELEVATED RAILWAYS: MILEAGE, NUMBER OF CARS, AND CAPITALIZATION BY STATES.

[Source: The Electric Railway Journal.]

State.	Number of companies.	Electric railways, track mileage.	Number of cars.	Capital stock outstanding.	Funded debt outstanding.
				<i>Dollars.</i>	<i>Dollars.</i>
Alabama	11	299.66	606	18,282,000	16,025,000
Arizona	5	57.50	41	2,550,000	50,000
Arkansas	9	106.80	247	5,859,600	6,919,500
California	45	2,250.59	4,241	331,642,300	143,604,500
Colorado	16	449.85	735	19,429,400	29,671,000
Connecticut	10	1,264.72	2,841	60,137,800	38,884,000
Delaware	6	55.25	87	8,870,000	4,979,000
District of Columbia	6	312.04	1,514	30,492,800	33,618,019
Florida	7	128.10	233	5,266,000	4,482,500
Georgia	12	410.24	702	50,989,600	26,412,500
Idaho	5	88.00	54	4,784,000	1,418,000
Illinois	72	3,264.08	8,104	153,991,500	266,020,303
Indiana	35	2,245.71	2,138	83,216,630	84,071,650
Iowa	27	751.06	1,436	37,256,925	36,538,500
Kansas	15	258.95	370	5,683,220	6,013,000
Kentucky	10	459.36	958	22,824,300	22,819,800
Louisiana	8	265.86	728	31,380,000	34,321,500
Maine	15	514.50	781	16,016,500	14,925,225
Maryland	12	713.68	2,025	22,731,550	70,437,800
Massachusetts	56	3,449.22	10,409	108,569,900	76,054,200
Michigan	23	1,494.05	2,663	45,410,200	72,631,000
Minnesota	10	505.97	1,000	25,589,000	23,261,000
Mississippi	11	116.10	186	6,932,670	6,441,000
Missouri	19	1,080.59	2,594	82,771,480	114,695,700
Montana	7	154.68	166	3,179,615	1,890,000
Nebraska	6	242.50	550	12,647,500	11,449,000
Nevada	2	10.80	12	1,042,000	135,000
New Hampshire	19	267.10	368	4,212,700	8,782,000
New Jersey	50	1,371.14	2,874	67,472,390	92,106,100
New Mexico	3	10.50	11	400,000	150,000
New York	139	4,749.83	17,342	408,845,674	546,213,437
North Carolina	13	181.23	251	23,483,800	10,867,400
North Dakota	3	23.50	59	440,000	200,000
Ohio	95	4,048.93	5,909	204,279,875	128,761,940
Oklahoma	15	231.86	281	10,046,300	7,241,000
Oregon	7	399.89	1,223	40,740,000	47,960,000
Pennsylvania	245	4,825.33	9,859	248,705,799	220,802,546
Rhode Island	12	438.50	1,269	22,285,100	16,191,118
South Carolina	6	118.20	178	8,379,950	5,474,000
South Dakota	3	20.00	32	600,000	200,000
Tennessee	13	364.88	868	21,508,000	27,297,000
Texas	29	642.72	1,048	32,454,700	23,483,000
Utah	4	241.30	341	7,877,725	6,996,000
Vermont	9	101.75	124	2,880,800	2,800,000
Virginia	18	456.27	893	28,068,650	33,905,100
Washington	19	931.79	1,947	61,463,900	44,095,000
West Virginia	21	411.86	590	17,740,100	17,792,700
Wisconsin	24	720.55	1,042	23,729,200	40,532,500
Wyoming	2	22.00	21	75,000	20,000
Total, 1911	1,209	41,028.49	91,457	2,433,186,153	2,424,334,533

NOTES TO PAGE 261.

*The net capital liability of the Canadian railways, exclusive of Government owned roads, in 1912 was \$1,378,937,726 or \$51,593 per mile, which is far below their "capital cost."

In 1912 the railways of Canada paid \$2,200,528 taxes. In Nova Scotia and New Brunswick they are exempt from taxation.

RAILWAYS OF CANADA,

STATISTICS OF THE RAILWAYS OF THE DOMINION FOR THE YEARS ENDING
JUNE 30, 1908, 1911 AND 1912.

	1908	1911	1912
Miles of Line Operated.....	22,966	25,400	26,727
Second Track.....	1,211	1,610	1,752
Yard Track and Sidings.....	4,546	5,550	6,149
All Tracks.....	28,723	32,560	34,629
Capital Cost*			
Stock.....	\$607,425,349	\$749,207,687	\$770,450,351
Funded Debt.....	631,869,664	779,481,514	818,478,175
Government Railways.....	109,423,104	119,615,666	133,306,218
Subsidies.....	166,291,482	202,179,254	204,932,573
Total Capital Cost.....	\$1,515,009,559	\$1,850,484,121	\$1,926,906,317
Per Mile of Line.....	65,968	72,854	72,129
Passenger Traffic			
Passengers Carried.....	34,044,992	37,097,718	41,124,181
Passengers Carried 1 Mile.....	2,081,960,864	2,605,968,924	2,910,251,636
Average Journey (miles).....	61	70	71
Average Passengers per Train.....	54	60	62
Mileage of Passenger Trains.....	31,950,349	36,985,911	40,440,393
Mileage of Mixed Trains.....	6,210,807	6,277,468	6,473,882
Receipts from Passengers.....	\$39,992,503	\$50,566,894	\$56,543,664
Receipts per Passenger Mile (cents)...	1.920	1.944	1.943
Freight Traffic			
Tons Carried.....	63,019,900	79,884,282	89,444,331
Tons Carried 1 Mile.....	12,961,512,519	16,048,478,295	19,558,190,527
Average Haul (miles).....	206	200	218
Freight Train Mileage.....	40,476,370	52,498,866	60,126,023
Average Tons per Train.....	278	305	325
Receipts from Freight.....	\$93,746,655	\$124,743,015	\$148,030,260
Receipts per Ton Mile (mills).....	7.23	7.77	7.57
Miscellaneous Receipts.....	\$13,179,155	\$13,423,585	\$14,829,819
Total Receipts.....	\$146,918,313	\$188,733,493	\$219,403,752
Expenses of Operation			
Way and Structures.....	\$20,778,610	\$29,245,093	\$31,514,093
Maintenance of Equipment.....	20,273,626	26,127,638	29,811,510
Traffic Expenses.....		4,831,744	5,293,700
Conducting Transportation.....	62,486,270	66,343,270	78,969,543
General Expenses.....	3,765,636	4,487,039	5,137,688
Total Expenses.....	\$107,304,142	\$131,034,784	\$150,726,539
Ratio to Earnings.....	73.04%	69.44%	68.7%
Net Receipts.....	\$39,614,171	\$57,698,709	\$68,677,213
Percentage to Capital Cost.....	2.61%	3.12%	4.27%
Gross Receipts per Mile.....	\$6,398	\$7,430	\$8,209
Gross Expense per Mile.....	4,672	5,158	5,659
Number of Employees.....	106,404	141,224	155,901
Compensation.....	\$60,376,607	\$74,613,738	\$87,299,639
Proportion of Gross Earnings.....	41.10%	39.53%	39.79%
Proportion of Operating Expenses....	56.27%	56.94%	57.92%
Average per Employee per Year.....	\$569	\$528	\$560

CANADIAN RAILWAYS.

ACCIDENTS, ELECTRIC RAILWAYS.—In 1911 the killed numbered 11 passengers, 8 employees, 83 others; total 102. Injured, 1,784 passengers, 300 employees, 586 others; total 2,670.

ACCIDENTS, STEAM RAILWAYS, 1911.—Passengers, 28 killed, 288 injured; employees, 202 and 1,314; trespassers, 185 and 154; non-trespassers, 48 and 135; postal clerks, 2 and 15; total killed 465; injured, 1906.

CAPITAL INVESTED IN CANADIAN STEAM RAILWAYS.—In 1911 the total capital invested in Steam Railways was \$1,528,689,201, composed of shares, \$749,207,687, and funded debt, \$779,481,514; in Electric Railways, \$111,532,347, including shares \$62,251,203, and funded debt, \$49,281,144.

EARNINGS OF STEAM RAILWAYS.—Net earnings for all railways in 1911, \$57,698,709; operating expenses, \$131,034,785.

ELECTRIC RAILWAY STATISTICS.—In 1911, paid-up capital invested, \$111,532,347; mileage, 1,224; gross earnings, \$20,356,951; operating expenses, \$12,096,134; net earnings, \$9,944,153. Passengers carried, 426,296,792. Freight carried, 2,496,072 tons.

EXPRESS AND TELEGRAPH COMPANIES.—The Dominion Express Co. and the C. P. R. Telegraph operate along the lines of the Canadian Pacific Ry. The Canadian Northern Express Co. and the Canadian Northern Telegraph Co. along the lines of the Canadian Northern Ry., and the Canadian Express Co. (Pres., Chas. M. Hays; Vice-Pres., James Bryce), with the Great North-Western Telegraph Co., operates along the lines of the G. T. Ry. This, the first Express Co. in Canada, was founded as the British N. American Co. in 1854, and reorganized in 1865.

GRAND TRUNK PACIFIC.—The main line, Moncton, N. B., to Prince Rupert, B. C., with 3,560 miles, will be entirely on Canadian soil, forming a link on the proposed All-Red Route. The line between Winnipeg and Edson, 923 miles, also between Westfort and Lake Superior Junction, 189 miles, is completed. The section between Winnipeg and Lake Superior Junction is also nearing completion. This will give a continuous track from Port Arthur and Ft. William to Edson, 1,370 miles. Construction easterly from Prince Rupert was begun early in 1908, and steel has been laid on 100 miles of completed grade, and will be laid a distance of 140 miles more before the close of 1911. Commercial telegraph service of G. T. P. Tel. Co. now in operation between Winnipeg and Edmonton, Alta., 792 miles. Branch lines contemplated aggregate 5,000 miles. The G. T. P. will operate Atlantic, Pacific and Lake fleets of steamers. A new daily passenger service was inaugurated between Winnipeg and Edmonton, in July, 1910, with standard sleeping cars, parlor-library, café car, and modern day coaches.

HUDSON BAY ROUTE.—From varied expert opinions, optimistic and the reverse, it may be fairly concluded that the route is open for navigation from about 15th July to about 15th October. The Canadian Northern Railway have built a line from Winnipeg to The Pas on the Saskatchewan River. From there to Fort Churchill the distance is 465 miles; to Port Nelson, 397 miles. This route will effect an average shortening of the distance from the Western wheat fields to the Atlantic seaboard of 970 miles. The distance to Liverpool from Churchill is 2,946 miles, from Montreal via Belle Isle 2,761, and via Cape Race, 2,927 miles. from New York 3,079 miles. The freight upon grain from the wheat belt to Hudson Bay would approximate 10 cents a bushel, a saving of 15 cents on carriage to the Atlantic seaboard, or \$3,000,000 annually on an export trade of 20 million bushels via this route. On cattle shipments from Calgary there would be effected a saving in freight of 60 cents per 100 lbs., as well as a saving in deterioration. The entrance to the harbor at Fort Churchill is about 2,000 ft. wide, with a minimum depth of 10 fathoms. More dredging would have to be done at Port Nelson than Ft. Churchill, but reports of the Hudson's Bay Co., 1824 to 1894, show that on an average Ft. Churchill harbor is open 5 months, and Port Nelson 7 months in the year.

MILEAGE STEAM RAILWAYS IN OPERATION.—16 miles in 1836, date of first railway; 16 in 1846; 1,414 in 1856; 2,278 in 1866; 5,218 in 1876; 11,793 in 1886; 16,270 in 1896; 21,353 in 1906; 22,452 in 1907; 22,966 in 1908; 24,104 in 1909; 24,731 in 1910; 25,400 in 1911.

TRAFFIC STEAM RAILWAYS.—In 1875 there were carried 5,190,416 passengers and 5,670,837 tons of freight (2,000 lbs.). In 1885, 9,672,599 and 14,659,271; in 1895, 13,987,580 and 21,524,421; in 1906, 27,989,782 and 57,966,713; in 1907, 32,137,319 and 63,866,135; in 1908, 34,044,992 and 63,071,167; in 1909, 32,688,309 and 66,842,258; in 1910, 35,895,575 passengers and 74,482,866 tons of freight, and in 1911, 37,097,718 passengers and 79,884,282 tons of freight.

NATIONAL TRANSCONTINENTAL RAILWAY—Under agreements dated 29th July 1903, and 18th February, 1904, ratified by Parliament the Grand Trunk Pacific Co. agreed in respect of the construction of a railway between Moncton, N. B., and Port Simpson, or some other port in B. C.—the eastern division, from Winnipeg to Moncton, to be constructed by the Dominion Government under four Commissioners, and leased for 50 years at a rental of 3 per cent. on cost of construction, the first 7 years to be free, the western division, from Winnipeg to Prince Rupert, B. C., to be constructed by the company. The Government to guarantee the company's bonds sufficient to meet cost of construction, such not to exceed \$13,000 per mile on the prairie section. The entire line between Winnipeg and Moncton, 1,804.84 miles, is under contract. The work between Winnipeg and Moncton, N. B., is well under way, and the section between Winnipeg and Lake Superior Junction is open for operation. The total expenditure by the Commission up to 31st March, 1911, amounted to \$95,406,697.61.

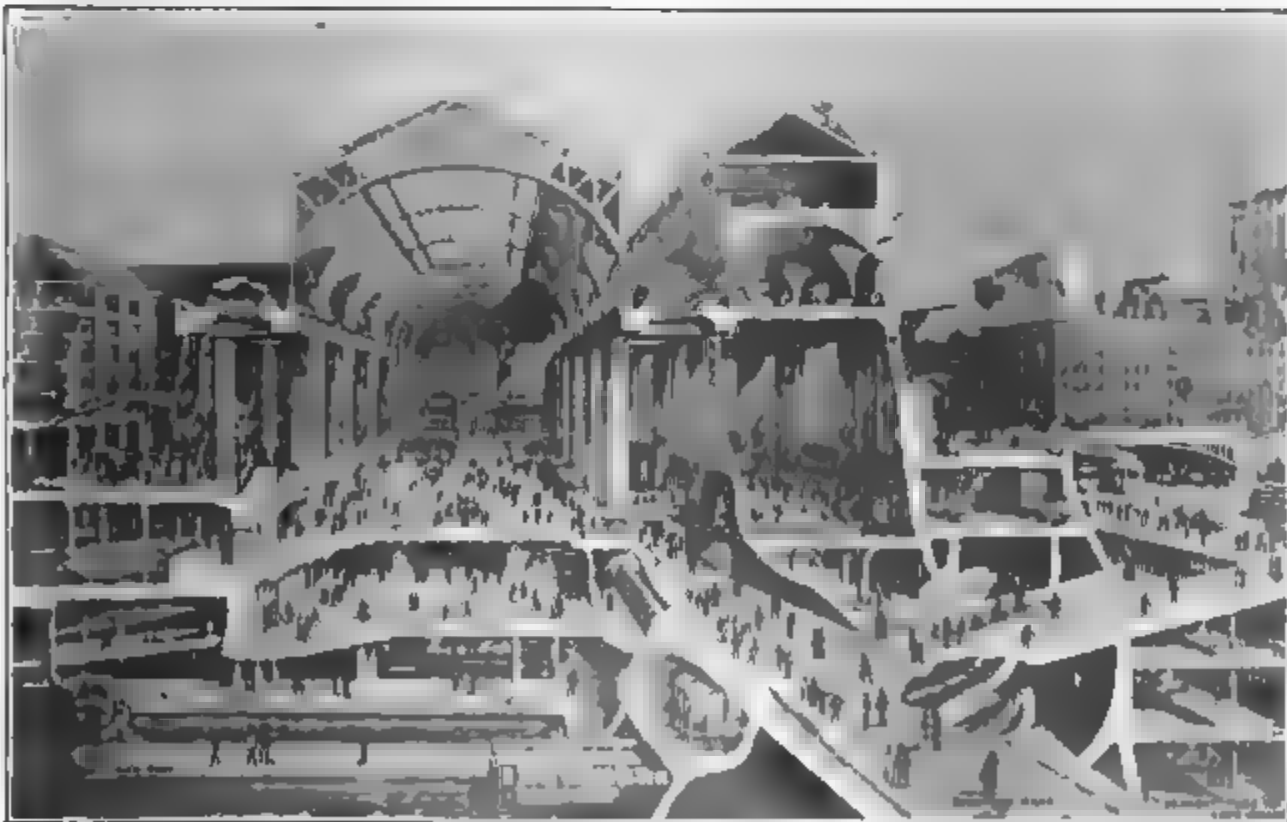
QUEBEC BRIDGE—It is expected that the new bridge on the I. C. R. across the St. Lawrence River near Quebec will be ready for traffic in 1915. The contract has been let to the St. Lawrence Bridge Co., a Canadian concern. Total estimated cost, \$12,000,000. The length of the central span is to be 1,800 ft., 90 ft. longer than the span of the Forth bridge, total length 3,228 ft., width 88 ft. The bridge will accommodate a double-track railway, and has a 4 ft. footpath on each side. This is the largest cantilever bridge in the world.

LONG RAILWAY TUNNELS.

	Mls.	Yds.
Simplon, Switzerland-Italy.....	12	458
St. Gothard, Switzerland.....	9	564
Mont Cenis, Italy-France.....	7	1730
Arlberg, Austria.....	6	404
Hoosac, U. S. A.....	4	1320
Bevern, Great Western.....	4	624
Totley, Midland.....	3	950
Trans-Andine, Valparaiso-Buenos-Ayres.....	5	
Standedge, North Western.....	3	62
Woodhead, Great Central.....	3	17
Box, near Bath, Great Western (old).....	1	1320

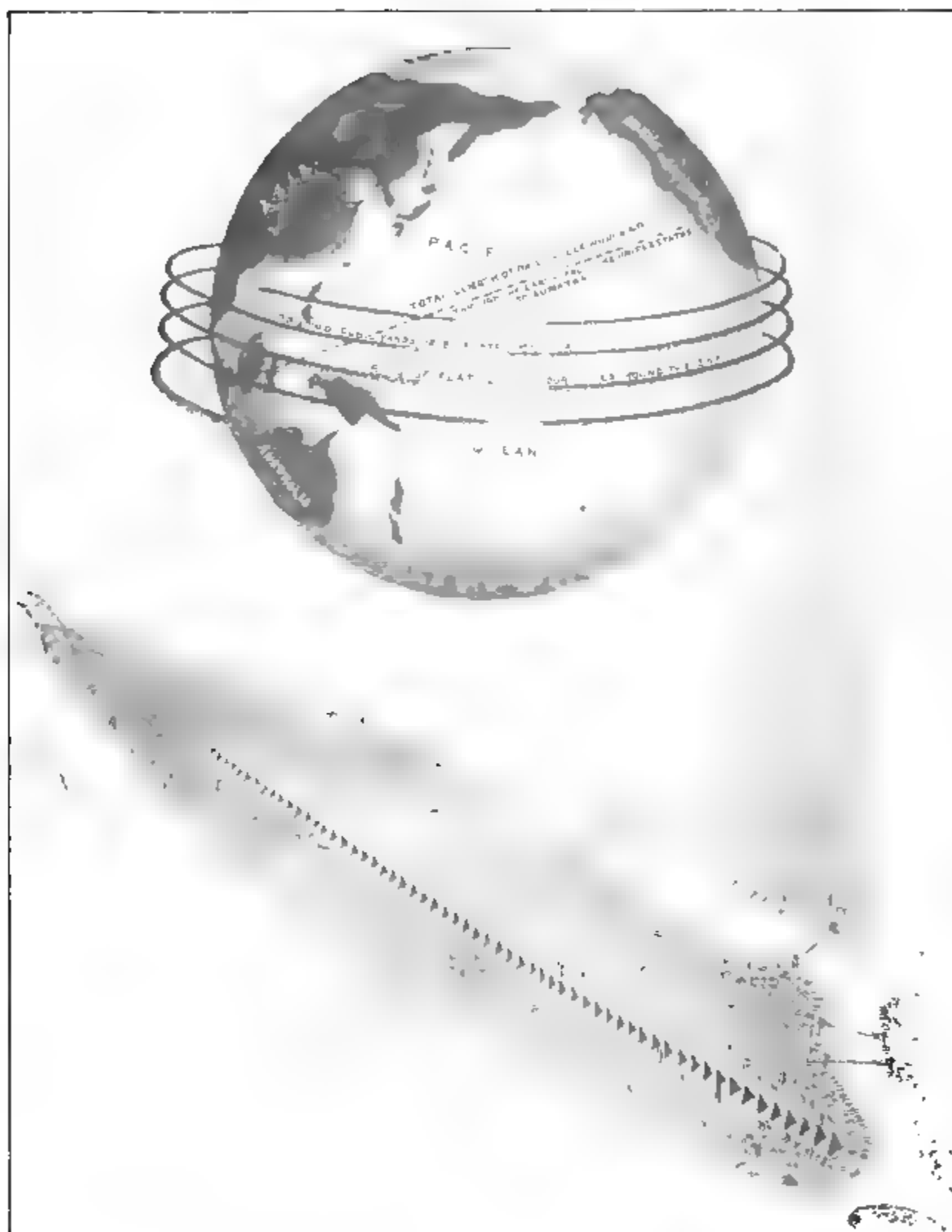
The Office of Public Roads estimates the total mileage of all public roads in the United States in 1909 at 2,199,388 and the miles of road per square mile of area at 0.74 miles. The population per mile of road, basing the road mileage of 1909 on the population of 1910, was 41. Of all the roads in the United States only 8.66 per cent. were improved in 1909.

The total estimated expenditures for public roads for the year 1911 is \$142,144,191, making a total of \$64.63 per mile of public road and of \$1.55 per inhabitant.



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NEW GRAND CENTRAL TERMINAL, NEW YORK CITY.



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COMPARISON SHOWING THE HUGE AMOUNT OF EXCAVATION FOR COMPLETED PANAMA CANAL.

The total of 195,000,000 cubic yards would build about 8 miles of Pyramids each of the size of Great Pyramid of Cheops. Loaded on flat cars it would represent a train 96,000 miles in length.

CHAPTER VIII.

THE PANAMA CANAL.

Compiled by the Secretary of the Isthmian Canal Commission.

The entire length of the Panama Canal from deep water in the Atlantic to deep water in the Pacific is about 50 miles. Its length from shore-line to shore-line is about 40 miles. In passing through it from the Atlantic to the Pacific, a vessel will enter the approach channel in Limon Bay, which will have a bottom width of 500 feet and extend to Gatun, a distance of about seven miles. At Gatun, it will enter a series of three locks in flight and be lifted 85 feet to the level of Gatun Lake. It may steam at full speed through this lake, in a channel varying from 1,000 to 500 feet in width, for a distance of about 24 miles, to Bas Obispo, where it will enter the Culebra Cut. It will pass through the Cut, a distance of about nine miles, in a channel with a bottom width of 300 feet, to Pedro Miguel. There it will enter a lock and be lowered $30\frac{1}{2}$ feet to a small lake, at an elevation of $54\frac{3}{4}$ feet above sea level, and will pass through this for about $1\frac{1}{2}$ miles to Miraflores. There it will enter two locks in series and be lowered to sea level, passing out into the Pacific through a channel about $8\frac{1}{2}$ miles in length, with a bottom width of 500 feet. The depth of the approach channel on the Atlantic side, where the maximum tidal oscillation is $2\frac{1}{2}$ feet, will be 41 feet at mean tide, and on the Pacific side, where the maximum oscillation is 21 feet, the depth will be 45 feet at mean tide.

Throughout the first 16 miles from Gatun, the width of the Lake channel will be 1,000 feet; then for 4 miles it will be 800 feet, and for 4 miles more to the northern entrance of Culebra Cut at Bas Obispo, it will be 500 feet. The depth will vary from 85 to 45 feet. The water level in the Cut will be that of the Lake, the depth 45 feet, and the bottom width of the channel 300 feet.

Three hundred feet is the minimum bottom width of the Canal. This width begins about half a mile above Pedro Miguel locks and extends about 8 miles through Culebra Cut, with the exception that at all angles the channel is widened sufficiently to allow a thousand-foot vessel to make the turn. The Cut has eight angles, or about one to every mile. The 300-foot widths are only on tangents between the turning basins at the angles. The smallest of these angles is $7^{\circ} 36'$ and the largest 30° .

In the whole Canal there are 22 angles, the total curvature being $600^{\circ} 51'$. Of this curvature, $281^{\circ} 10'$ are measured to the right, going south, and $319^{\circ} 41'$ to the left. The sharpest curve occurs at Tabernilla, and is $67^{\circ} 10'$.

GATUN DAM.

The Gatun Dam, which will form Gatun Lake by impounding the waters of the Chagres and its tributaries, will be nearly $1\frac{1}{2}$ miles long, measured on its crest, nearly $\frac{1}{2}$ mile wide at its base, about 400 feet wide at the water surface, about 100 feet wide at the top, and its crest as planned, will be at an elevation of 115 feet above mean sea level, or 30 feet above the normal level of the Lake. Of the total length of the Dam only 500 feet, or $\frac{1}{15}$, will be exposed to the maximum water head of 85 feet. The interior of the Dam will be formed of a natural mixture of sand and clay, dredged by hydraulic process from pits above and below the Dam, and placed between two large masses of rock and miscellaneous material obtained from steam shovel excavation at various points along the Canal. The top and upstream slope will be thoroughly riprapped. The entire Dam will contain about 21,000,000 cubic yards of material.

The Spillway is a concrete lined opening, 1,200 feet long and 300 feet wide, cut through a hill of rock nearly in the center of the Dam, the bottom of the opening being 10 feet above sea level. It will contain about 225,000 cubic yards of concrete. During the construction of the Dam, all the water discharged from the Chagres and its tributaries flowed through this opening. Construction has now advanced sufficiently to permit the Lake to be formed, and the Spillway has been closed with a concrete dam, which is being fitted with gates and machinery for regulating the water level of the Lake.

WATER SUPPLY OF GATUN LAKE.

Gatun Lake will impound the waters of a basin comprising 1,320 square miles. When the surface of the water is at 85 feet above sea level, the Lake will have an area of about 164 square miles, and will contain about 206 billion cubic feet of water. During eight or nine months of the year, the lake will be kept constantly full by the prevailing rains, and consequently a surplus will need to be stored for only three or four months of the dry season. The smallest run-off of water in the basin, during the past 21 years, as measured at Gatun, was about 146 billion cubic feet. In 1910 the run-off was 360 billion cubic feet, or a sufficient quantity to fill the lake one and a half times. The water surface of the Lake will be maintained during the rainy season at 87 feet above sea level, making the minimum channel depth in the Canal 47 feet. As navigation can be carried on with about 41 feet of water, there will be stored for dry

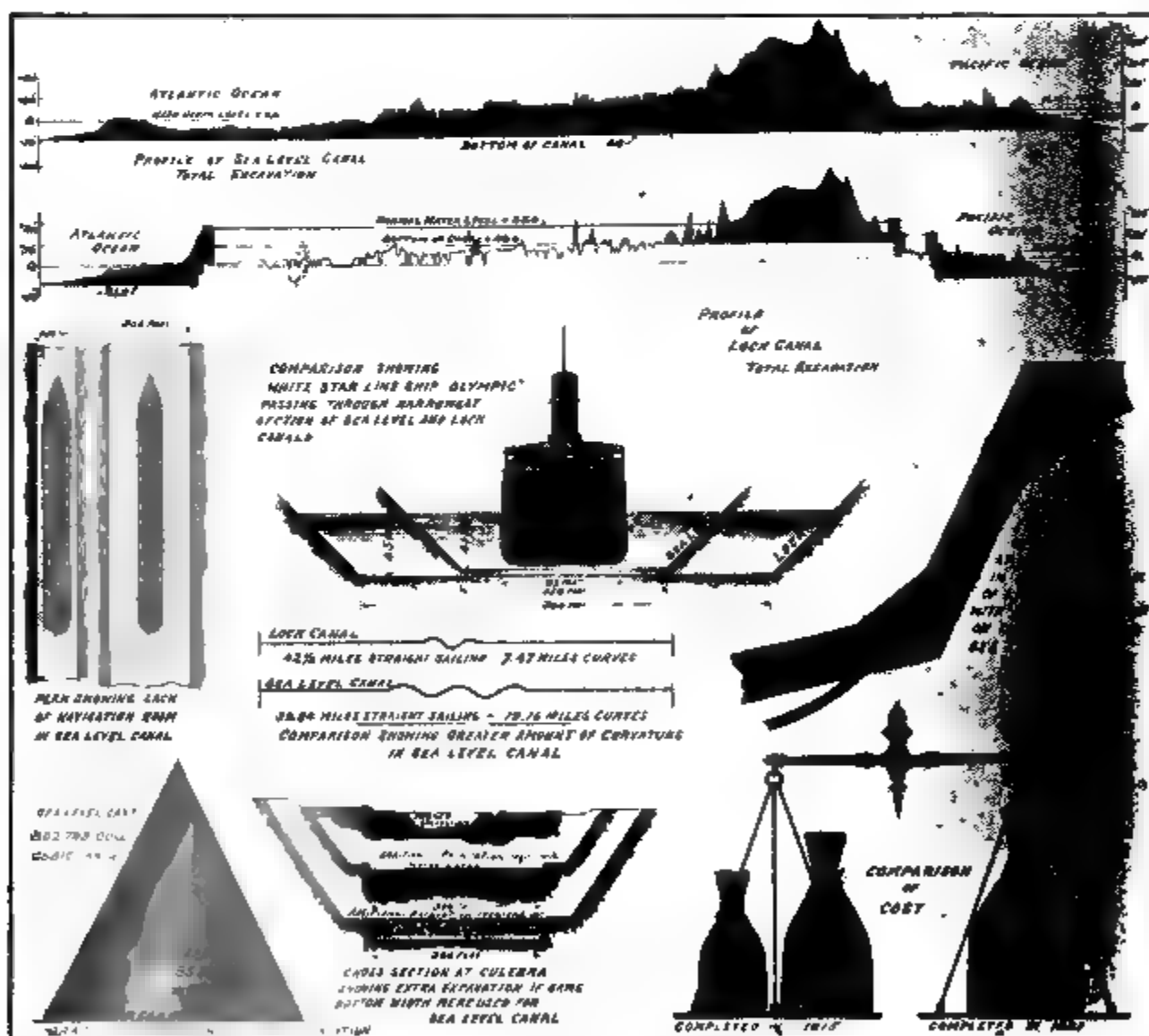
season surplus over five feet of water. Making due allowance for evaporation, seepage, leakage at the gates, and power consumption, this would be ample for 41 passages daily through the locks, using them at full length, or about 58 lockages a day when partial length is used, as would usually be the case, and when cross filling from one lock to the other through the central wall is employed. This would be a larger number of lockages than would be possible in a single day. The average number of lockages through the Sault Ste. Marie Canal on the American side was 39 per day in the season of navigation of 1910, which was about eight months long. The average number of ships passed was about $1\frac{1}{2}$ per lockage. The freight carried was more than 26,000,000 tons. The Suez Canal passed about 12 vessels per day, with a total tonnage for the year of 16,582,000.

DAMS ON PACIFIC SIDE.

The water level of Gatun Lake, extending through the Culebra Cut, will be maintained

at the south end by an earth dam connecting the locks at Pedro Miguel with the high ground to the westward, about 1,400 feet long, with its crest at an elevation of 105 feet above mean tide. A concrete core wall, containing about 700 cubic yards, will connect the locks with the hills to the eastward; this core wall will rest directly on the rock surface and is designed to prevent percolation through the earth, the surface of which is above the Lake level.

A small lake between the locks at Pedro Miguel and Miraflores will be formed by dams connecting the walls of Miraflores locks with the high ground on either side. The dam to the westward will be of earth, about 2,700 feet long, having its crest about 15 feet above the water in Miraflores Lake. The east dam will be of concrete, containing about 75,000 cubic yards; will be about 500 feet long, and will form a spillway for Miraflores Lake, with crest gates similar to those at the Spillway of the Gatun Dam.



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DIAGRAMMATIC COMPARISON SHOWING SUPERIORITY OF LOCK CANAL TO ONE
AT SEA LEVEL.

THE LOCKS.

There will be 6 double locks in the Canal; three pairs in flight at Gatun, with a combined lift of 85 feet; one pair at Pedro Miguel, with a lift of $30\frac{1}{2}$ feet, and two pairs at Miraflores, with a combined lift of $54\frac{1}{2}$ feet at mean tide. The usable dimensions of all are the same—a length of 1,000 feet, and width of 110 feet. Each lock will be a chamber, with walls and floor of concrete, and mitering gates at each end.

The side walls will be 45 to 50 feet wide at the surface of the floor; will be perpendicular on the face, and will narrow from a point $24\frac{1}{2}$ feet above the floor until they are 8 feet wide at the top. The middle wall will be 60 feet wide, approximately 81 feet high, and each face will be vertical. At a point $42\frac{1}{2}$ feet above the surface of the floor, and 15 feet above the top of the middle culvert, this wall will divide into two parts, leaving a space down the center much like the letter "U," which will be 19 feet wide at the bottom and 44 feet wide at the top. In this center space will be a tunnel divided into three stories, or galleries. The lowest gallery will be for drainage; the middle, for the wires that will carry the electric current to operate the gate and valve machinery installed in the center wall, and the upper will be a passageway for the operators.

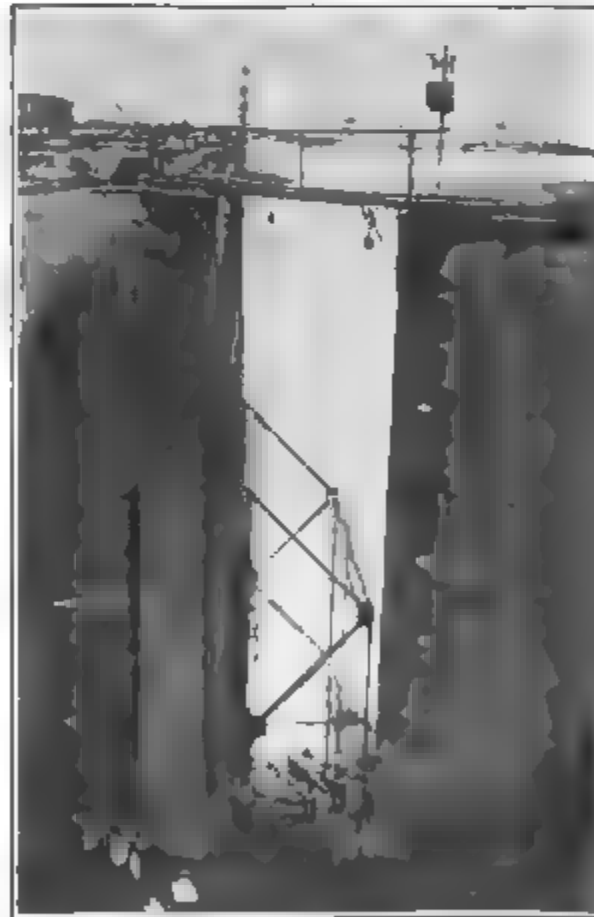
The lock gates will be steel structures 7 feet thick, 65 feet long, and from 47 to 82 feet high.

They will weigh from 390 to 730 tons each. Ninety-two leaves will be required for the entire Canal, the total weighing 60,000 tons. Intermediate gates will be used in the locks, in order to save water and time, if desired, in locking small vessels through, the gates being so placed as to divide the locks into chambers 600 and 400 feet long, respectively. Ninety-five per cent. of the vessels navigating the high seas are less than 600 feet long. In the construction of the locks, which are now practically completed, it is estimated that there has been used approximately 4,200,000 cubic yards of concrete, requiring about the same number of barrels of cement.

Electricity will be used to tow all vessels into and through the locks, and to operate all gates and valves, power being generated by water turbines from the head created by Gatun Lake. Vessels will not be permitted to enter or pass through the locks under their own power, but will be towed through by electric locomotives running on cog-rails laid on the tops of the lock walls. There will be two towing tracks for each flight of locks, one on the side and one on the middle wall. On each side wall there will be one return track and on the middle wall a third common to both of the twin locks. All tracks will run continuously the entire length of the respective flights and will extend some distance on the guide approach walls at each end. The number of locomotives used will vary with



**LOOKING THROUGH ONE OF THE
GATUN LOCKS.**
Width, 110 feet; length of one chamber,
1,000 feet.



LOCK GATES AT GATUN LOCKS.
7 feet thick and 76 feet high.

the size of the vessel. The usual number required will be four; two ahead, one on each wall, imparting motion to the vessel, and two astern, one on each wall, to aid in keeping the vessel in a central position and to bring it to rest when entirely within the lock chamber. They will be equipped with a slip drum, towing windlass and hawser which will permit the towing line to be taken in or paid out without actual motion of the locomotive on the track.

The locks will be filled and emptied through a system of culverts. One culvert 254 sq. ft. in area of cross section, about the area of the Hudson River tunnels of the Pennsylvania Railroad, extends the entire length of each of the middle and side walls and from each of these large culverts there are several smaller culverts, 33 to 44 sq. ft. in area, which extend under the floor of the lock and communicate with the lock chamber through holes in the floor. The large culverts are controlled at points near the miter gates by large valves and each of the small culverts extending from the middle wall culvert into the twin chambers is controlled by a cylindrical valve. The large culvert in the middle wall feeds in both directions through laterals, thus permitting the passage of water from one twin lock to another, effecting a saving of water.

To fill a lock the valves at the upper end are opened and the lower valves closed. The water flows from the upper pool through the large culverts into the small lateral culverts and thence through the holes in the floor into the lock chamber. To empty a lock the valves at the upper end are closed and those at the lower end are opened and the water flows into the lower lock or pool in a similar manner. This system distributes the water as evenly as possible over the entire horizontal area of the lock and reduces the disturbance in the chamber when it is being filled or emptied.

The depth of water over the miter sills of the locks will be 40 feet in salt water and 41 $\frac{1}{2}$ feet in fresh water.

The average time of filling and emptying a

lock will be about fifteen minutes, without opening the valves so suddenly as to create disturbing currents in the locks or approaches. The time required to pass a vessel through all the locks is estimated at 3 hours; one hour and a half in the three locks at Gatun, and about the same time in the three locks on the Pacific side. The time of passage of a vessel through the entire Canal is estimated as ranging from 10 to 12 hours, according to the size of the ship, and the rate of speed at which it can travel.

EXCAVATION.

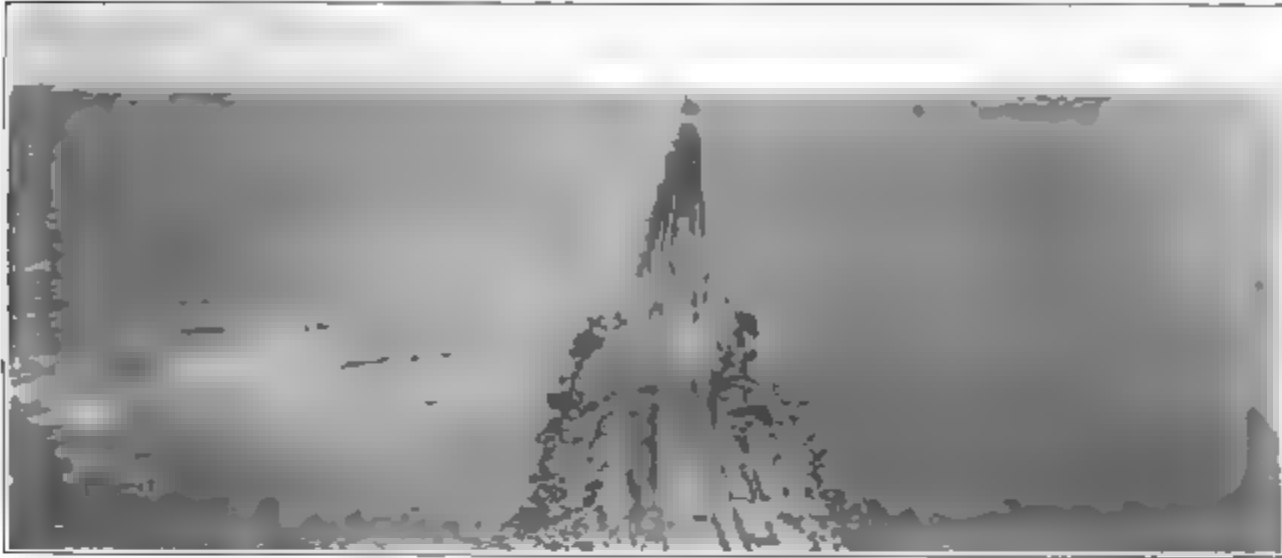
The total excavation, dry and wet, for the Canal, as originally planned, was estimated at 103,795,000 cubic yards, in addition to the excavation by the French companies. Changes in the plan of the Canal, made subsequently by order of the President, increased the amount to 174,666,594 cubic yards. Of this amount, 89,794,493 cubic yards were to be taken from the Central Division, which includes the Culebra Cut. In July, 1910, a further increase of 7,871,172 cubic yards was made, of which 7,330,525 cubic yards were to allow for slides in Culebra Cut, for silting in the Chagres section, and for lowering the bottom of the Canal from 40 to 39 feet above sea level in the Chagres section. These additions increased the estimated total excavation to 182,537,766 cubic yards. In 1911, a further increase of 12,785,613 cubic yards was made, of which 5,257,281 cubic yards were for slides in Culebra Cut, and the remainder for additional excavation and silting in the Atlantic and Pacific entrances, raising the grand total of estimated excavation to 195,323,379 cubic yards. In 1912 a still further increase of 17,180,621 cubic yards was made, of which 3,450,000 cubic yards was for slides in Culebra Cut and the remainder for dredging excavation at Gatun locks, silting in the Atlantic entrance, and for the Balboa terminals, bringing the grand total of estimated excavation to 212,504,000 cubic yards. Records of all excavation to May 1, 1911, are appended:

By French Companies.....	78,146,960
French excavation useful to present Canal.....	29,908,000
By Americans—	
Dry excavation.....	116,428,685
Dredges.....	50,976,485
	<hr/>
	188,280,312
May 4 to December 31, 1904.....	243,472
January 1 to December 31, 1905.....	1,799,227
January 1 to December 31, 1906.....	4,948,497
January 1 to December 31, 1907.....	15,765,290
January 1 to December 31, 1908.....	37,116,735
January 1 to December 31, 1909.....	35,096,166
January 1 to December 31, 1910.....	31,437,677
January 1 to December 31, 1911.....	31,603,899
January 1 to December 31, 1912.....	30,269,349,

SLIDES AND BREAKS

There have been in all 26 slides and breaks in Culebra Cut; 17 covered areas varying from 1 to 75 acres and 9 covered areas of less than 1 acre each, making in all a total of 225 acres. One variety of slide is caused by the slipping of the top layer of clay and earth on a smooth sloping surface of a harder material. The largest slide of this character is that known as Cucaracha on the east bank of the Canal just south of Gold Hill. This gave the French company trouble during the final years of its operation. It first gave the Americans trouble in 1905, and between that

date and July 1, 1912, nearly 3,000,000 cubic yards of material were removed from the Canal because of it. It broke nearly 1,960 feet back from the axis of the Canal and covers an area of 47 acres. Another variety of slide, properly called break, is due to the steepness of the slopes and the great pressure of the superincumbent material upon the underlying layers of softer material. The largest slide or break of this kind is on the west side of the cut at Culebra just north of Contractor's Hill, and covers an area of 75 acres. Over 7,000,000 cubic yards of material have been removed from this slide, and it is



Courtesy of "The Sphere."

WHERE CANAL MEETS ATLANTIC.

Limon Bay is on the right, through which the extended canal entrance leads to the Atlantic Ocean on the left.

thought that by the time the Canal shall have been completed something like 10,000,000 cubic yards will have been taken out. On the east side of the cut a similar slide covers an area of 50 acres, breaking back about 1,300 feet from the center of the Canal. About a half million cubic yards have been taken out of this slide, and more remains to be removed. It is estimated that the total amount of material removed from the Canal because of the slides will aggregate between 21,000,000 and 22,000,000 cubic yards.

CAPACITY OF STEAM SHOVELS AND DIRT TRAINS.

There are several classes of steam shovels engaged in excavating work, equipped with dippers ranging in capacity from $1\frac{3}{4}$ cubic yards to 5 cubic yards, and a trenching shovel, which has a dipper with a capacity of $\frac{3}{4}$ of a cubic yard.

Each cubic yard, place measurement, of average rock weighs about 3,900 pounds; of earth, about 3,000 pounds; of "the run of the cut," about 3,600 pounds, and is said to represent about a two-horse cart load. Consequently, a five cubic yard dipper, when full, carries 8.7 tons of rock, 6.7 tons of earth, and 8.03 tons of "the run of the cut."

Three classes of cars are used in hauling spoil—flat cars with one high side, which are unloaded by plows operated by a cable upon a winding drum, and two kinds of dump cars, one large and one small. The capacity of the flat cars is 19 cubic yards; that of the large dump cars, 17 cubic yards, and that of the small dump cars, 10 cubic yards. The flat car train is ordinarily composed of 20 cars in hauling from the cut at Pedro Miguel, and of 21 cars in hauling from the cut at Matachin. The large dump train is composed of 27 cars, and the small dump train of 35 cars.

The average load of a train of flat cars, in hauling the mixed material known as "the run of the cut," is 610.7 tons (based on a 20-car train); of a train of large dump cars, 737.68 tons, and of a train of small dumps, 662.5 tons.

The average time consumed in unloading

a train of flat cars is from 7 to 15 minutes; in unloading a train of large dump cars, 15 to 40 minutes; and in unloading a train of small dump cars, 6 to 56 minutes. The large dump cars are operated by compressed air power furnished by the air pump of the locomotive, while the small dump cars are operated by hand.

The record day's work for one steam shovel was that of March 22, 1910, 4,823 cubic yards of rock (place measurement), or 8,395 tons. The highest daily record in the Central Division was on March 11, 1911, when 51 steam shovels and 2 cranes equipped with orange peel buckets excavated an aggregate of 79,484 cubic yards, or 127,742 tons. During this day, 333 loaded trains and as many empty trains were run to and from the dumping grounds.

BREAKWATERS.

Breakwaters are under construction at the Atlantic and Pacific entrances of the Canal. That in Limon Bay, or Colon harbor, extends into the bay from Toro Point at an angle of 42 degrees and 53 minutes northward from a base line drawn from Toro Point to Colon light, and will be 10,500 feet in length, or 11,700 feet, including the shore connection, with a width at the top of fifteen feet and a height above mean sea level of ten feet. The width at the bottom will depend largely on the depth of water. It will contain approximately 2,840,000 cubic yards of rock, the core being formed of rock quarried on the mainland near Toro Point, armored with hard rock from Porto Bello. Work began on the breakwater in August, 1910, and on Dec. 1, 1912, the trestle and fill were completed to full length, 11,500 feet. On the same date, about one-seventh, or 1,643 feet of the rock armour had been placed. The estimated cost is \$5,500,000. A second breakwater has been proposed for Limon Bay, but this part of the project has not been formally acted upon. The purpose of the breakwaters is to convert Limon Bay into a safe anchorage, to protect shipping in the harbor of Colon, and vessels

the size of the vessel. The usual number required will be four: two ahead, one on each wall, imparting motion to the vessel, and two astern, one on each wall, to aid in keeping the vessel in a central position and to bring it to rest when entirely within the lock chamber. They will be equipped with a slip drum, towing windlass and hawser which will permit the towing line to be taken in or paid out without actual motion of the locomotive on the track.

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The average time of filling and emptying a

By French Companies

French excavation useful to present Canal

By Americans—

Dry excavation.....

Dredges.....

May 4 to December 31, 1904.....

January 1 to December 31, 1905.....

January 1 to December 31, 1906.....

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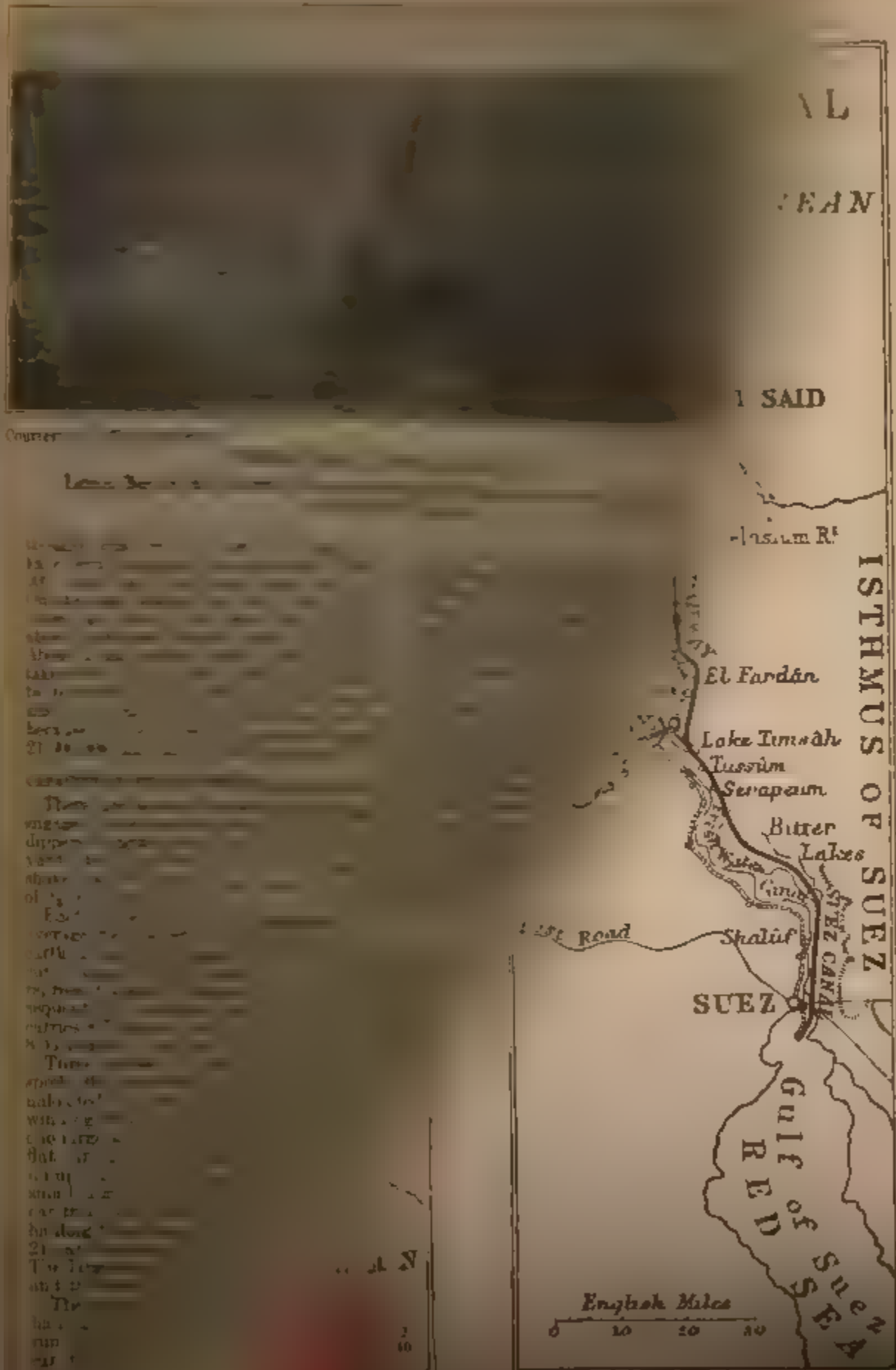
lock will be about fifteen minutes, without opening the valves so suddenly as to create disturbing currents in the locks or approaches. The time required to pass a vessel through all the locks is estimated at 3 hours, one hour and a half in the three locks at Gatun, and about the same time in the three locks on the Pacific side. The time of passage of a vessel through the entire Canal is estimated as ranging from 10 to 12 hours, according to the size of the ship, and the rate of speed at which it can travel.

EXCAVATION.

The total excavation, dry and wet, for the Canal, as originally planned, was estimated at 103,795,000 cubic yards, in addition to the excavation by the French company. Changes in the plan of the Canal, made subsequently by order of the President, increased the amount to 174,656,594 cubic yards. Of this amount, 89,794,493 cubic yards were to be taken from the Central Division, which includes the Culebra Cut. In July, 1910, a further increase of 7,871,172 cubic yards was made, of which 7,330,525 cubic yards were to allow for slides in Culebra Cut, for silting in the Chagres section, and for lowering the bottom of the Canal from 40 to 39 feet above sea level in the Chagres section. These additions increased the estimated total excavation to 182,527,766 cubic yards. In 1911, a further increase of 12,782,613 cubic yards was made, of which 12,728,1 cubic yards were for slides in Culebra Cut and the remainder for additional excavation and silting in the Atlantic and Pacific entrances, raising the grand total of estimated excavation to 195,323,379 cubic yards. In 1912 a still further increase of 17,184,621 cubic yards was made, of which 14,910,000 cubic yards was for slides in Culebra Cut and the remainder for dredging excavation at Gatun locks, silting in the Atlantic entrance and for the Balboa terminal, bringing the grand total of estimated excavation to 212,504,000 cubic yards. Records of all excavations to May 1, 1911, are appended.

date and July 1
yards of material
Canal here
feet back
covers an area
of slide from
steepness of
of the
underlying
largest
west
Central





making the north entrance to the Canal, from the violent northerners that are likely to prevail from October to January, and to reduce to a minimum the amount of silt that may be washed into the dredged channel.

The breakwater at the Pacific entrance will extend from Balboa to Naos Island, a distance of about 17,000 feet, or a little more than three miles. It will lie from 900 to 2,700 feet east of and for the greater part of the distance nearly parallel to the axis of the Canal prism; will vary from 20 to 40 feet in height above mean sea level, and will be from 50 to 3,000 feet wide at the top. It is estimated that it will contain about 18,000,000 cubic yards of earth and rock, all of which will be brought from Culebra Cut. It is constructed for a two-fold purpose; first, to divert cross currents that would carry soft material from the shallow harbor of Panama into the Canal channel; second, to insure a more quiet harbor at Balboa. Work was begun on it in May, 1908, and on November 6, 1912, the last piles were driven connecting Naos Island with the mainland. On the same date about one-half mile of trestle remained to be filled.

CANAL FORCE, QUARTERS AND SUPPLIES.

The Canal force is recruited and housed by the Quartermaster's Department which has two general branches, labor and quarters, and material and supplies. Through the labor and quarters branch there have been brought to the Isthmus 44,394 laborers, of whom 11,797 came from Europe, 19,448 from Barbados, the balance from other islands in the West Indies and from Colombia. No recruiting is required at present, the supply of labor on the Isthmus being ample.

On December 1, 1912, the total force of the Isthmian Canal Commission and Panama Railroad Company, actually at work, was divided as follows:

	Gold	Silver	Total
Isthmian Canal Commission.....	4,475	26,199	30,594
Panama Railroad Company.....	630	4,256	4,886
Panama Railroad Commissary.....	257	923	1,180
Totals.....	5,362	31,298	36,660

In addition to the above there were in the employ of contractors on the Isthmus, 454 gold and 3,045 silver employees, a total of 3,499.

The gold force is made up of the officials, clerical force, construction men, and skilled artisans of the Isthmian Canal Commission and the Panama Railroad Company. Practically all of them are Americans. The silver force represents the unskilled laborers of the Commission and the Panama Railroad Company. Of these, about 4,500 are Europeans, mainly Spaniards, with a few Italians and other races. The remainder, about 25,000, are West Indians, about 5,000 of whom are employed as artisans receiving 16, 20, and 25 cents, and a small number, 32 and 44 cents, an hour, and 7,000 on a monthly basis. The standard rate of the West Indian laborer is 10 cents an hour, but a few of these doing work of an exceptional character are

paid 16 and 20 cents. The larger part of the Spaniards are paid 20 cents an hour, and the rest 16 cents an hour.

The material and supply branch carries in eight general storehouses a stock of supplies for the Commission and Panama Railroad valued approximately at \$4,500,000. About \$12,000,000 worth of supplies are purchased annually, requiring the discharge of one steamer each day.

FOOD, CLOTHING AND OTHER NECESSARIES.

The Canal and Panama Railroad forces are supplied with food, clothing and other necessities through the Subsistence Department, which is divided into two branches—Commissary and Hotel. It does a business of about seven million five hundred thousand dollars per annum. The business done by the Commissary Department amounts to about \$6,000,000 per annum, and that done by the hotel branch to about \$1,500,000 per annum.

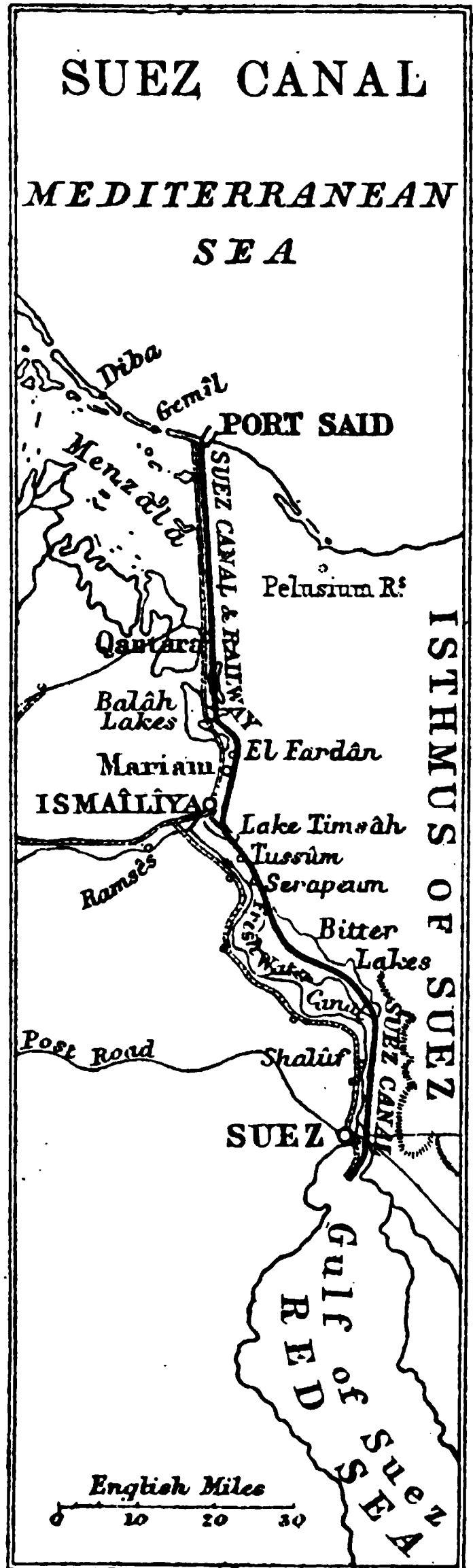
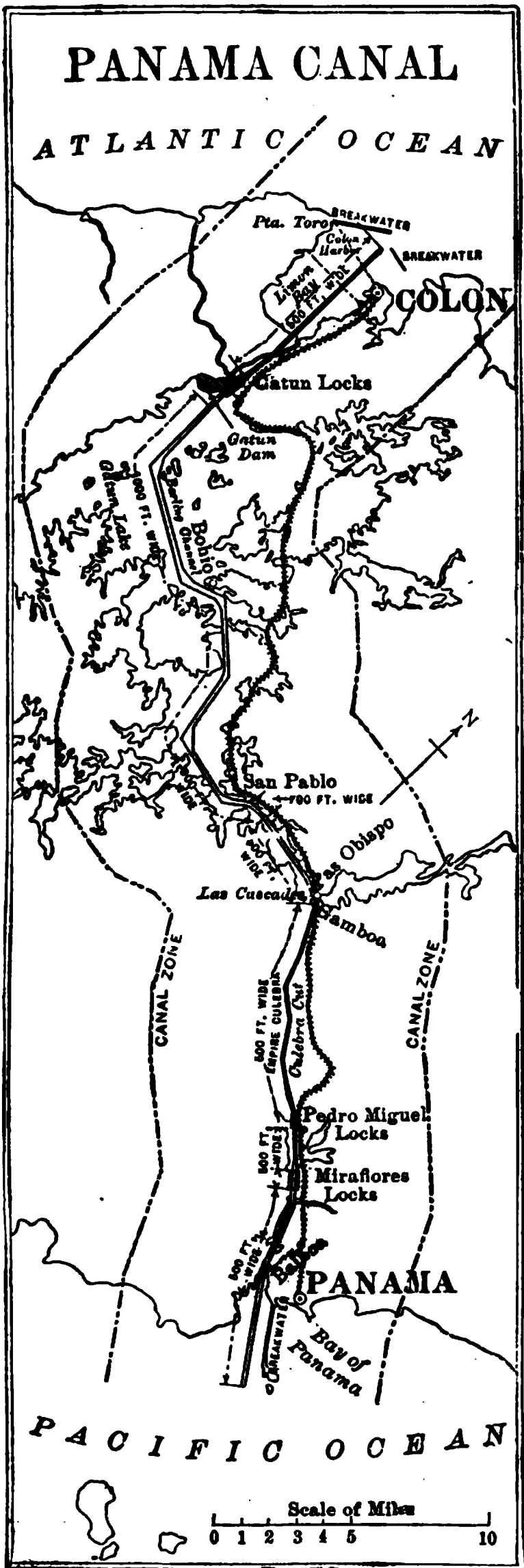
The Commissary system consists of 22 general stores in as many Canal Zone villages and camps along the relocated line of the Panama Railroad. It is estimated that with employees and their dependents, there are about 65,000 people supplied daily with food, clothing, and other necessities. In addition to the retail stores, the following plants are operated at Cristobal: cold storage, ice making, bakery, coffee roasting, ice cream, laundry and packing department.

A supply train of 21 cars leaves Cristobal every morning at 4 a. m. It is composed of refrigerator cars containing ice, meats and other perishable articles, and ten containing other supplies. These are delivered at the stations along the line and distributed to the houses of employees by the Quartermaster's Department.

The hotel branch maintains the Hotel Tivoli at Ancon, and also 18 hotels along the line for white gold employees at which meals are served for thirty cents each. At these 18 hotels there are served monthly about 200,000 meals. There are seventeen messes for European laborers, who pay 40 cents per ration of three meals. There are served at these messes about 200,000 meals per month. There are also operated for the West Indian laborers sixteen kitchens, at which they are served a ration of three meals for 27 cents per ration. There are about 100,000 meals served monthly at these kitchens. The supplies for one month for the line hotels, messes and kitchens cost about \$85,000; labor and other expenses about \$16,500. The monthly receipts, exclusive of the revenue from the Hotel Tivoli, amount to about \$105,000.

VALUE OF THE \$40,000,000 FRENCH PURCHASE.

Excavation, useful to the Canal, 29,708,000 cubic yards.....	\$25,389,240.00
Panama Railroad Stock.....	9,644,320.00
Plant and material, used and sold for scrap.....	2,112,063.00
Buildings, used.....	2,054,203.00
Surveys, plans, maps and records.....	2,000,000.00
Land.....	1,000,000.00
Clearings, roads, etc.....	100,000.00
Ship channel in Panama Bay, four years' use.....	500,000.00
Total.....	\$42,799,826.00



THE CANAL ZONE.

The Canal Zone contains about 436 square miles. It begins at a point three marine miles from mean low water mark in each ocean, and extends for five miles on each side of the center line of the route of the Canal. It includes the group of islands in the Bay of Panama named Perico, Naos, Culebra, and Flamenco. The cities of Panama and Colon are excluded from the Zone, but the United States has the right to enforce sanitary ordinances in those cities, and to maintain public order in them in case the Republic of Panama should not be able, in the judgment of the United States, to do so.

Of the 436 square miles of Zone territory, the United States owns about 363, and 73 are held in private ownership. Under the treaty with Panama, the United States has the right to acquire by purchase, or by the exercise of the right of eminent domain, any lands, buildings, water rights, or other properties necessary and convenient for the construction, maintenance, operation, sanitation, and protection of the Canal, and it can, therefore, at any time acquire the lands within the Zone boundaries which are owned by private persons.

RELOCATED PANAMA RAILROAD.

The new, or relocated line of the Panama Railroad is 47.1 miles long, or 739 feet longer than the old line. From Colon to Mindi, 4.17 miles, and from Corozal to Panama, 2.83 miles, the old location is used, but the remaining 40 miles are new road. From Mindi to Gatun the railroad runs, in general, parallel to the Canal, and ascends from a few feet above tide water elevation to nearly 95 feet above. At Gatun the road leaves the vicinity of the Canal and turns east along Gatun Ridge to a point about $4\frac{1}{2}$ miles from the center line of the Canal, where it turns southward again and crosses the low Gatun Valley to Monte Lirio, from which point it skirts the east shore of Gatun Lake to the beginning of Culebra Cut, at Bas Obispo. In this section there are several large fills, occurring where the line crosses the Gatun Valley and near the north end of Culebra Cut, where the line was located so as to furnish waste dumps for the dirt from the Canal. Originally it was intended to carry the railroad through Culebra Cut on a 40-foot berm, 10 feet above the water level, but the numerous slides have made this plan impracticable and a line is now being constructed around the Cut, known locally as the Gold Hill Line. Leaving the berm of the Canal at Bas Obispo, the Gold Hill Line gradually works into the foot hills, reaching a distance from the center line of the Canal of two miles opposite Culebra; thence it runs down the Pedro Miguel Valley to Paraiso, where it is only 800 feet from the center line of the Canal. This section of the line is located on maximum grade of 1.25 per cent. compensated, and has a total length of $9\frac{3}{8}$ miles. The sharpest curve on the whole line is 7° . From the south end of Culebra Cut to Paraiso, the railroad runs practically parallel with the Canal to Panama, with maximum grade of 0.45 per cent. Where the railroad crosses the Gatun River, a bascule steel bridge is to be erected, and a steel girder bridge, $\frac{1}{4}$ mile long, with 200-foot through truss channel span, is in use across the Chagres River at Gamboa. Small streams are crossed on reinforced concrete

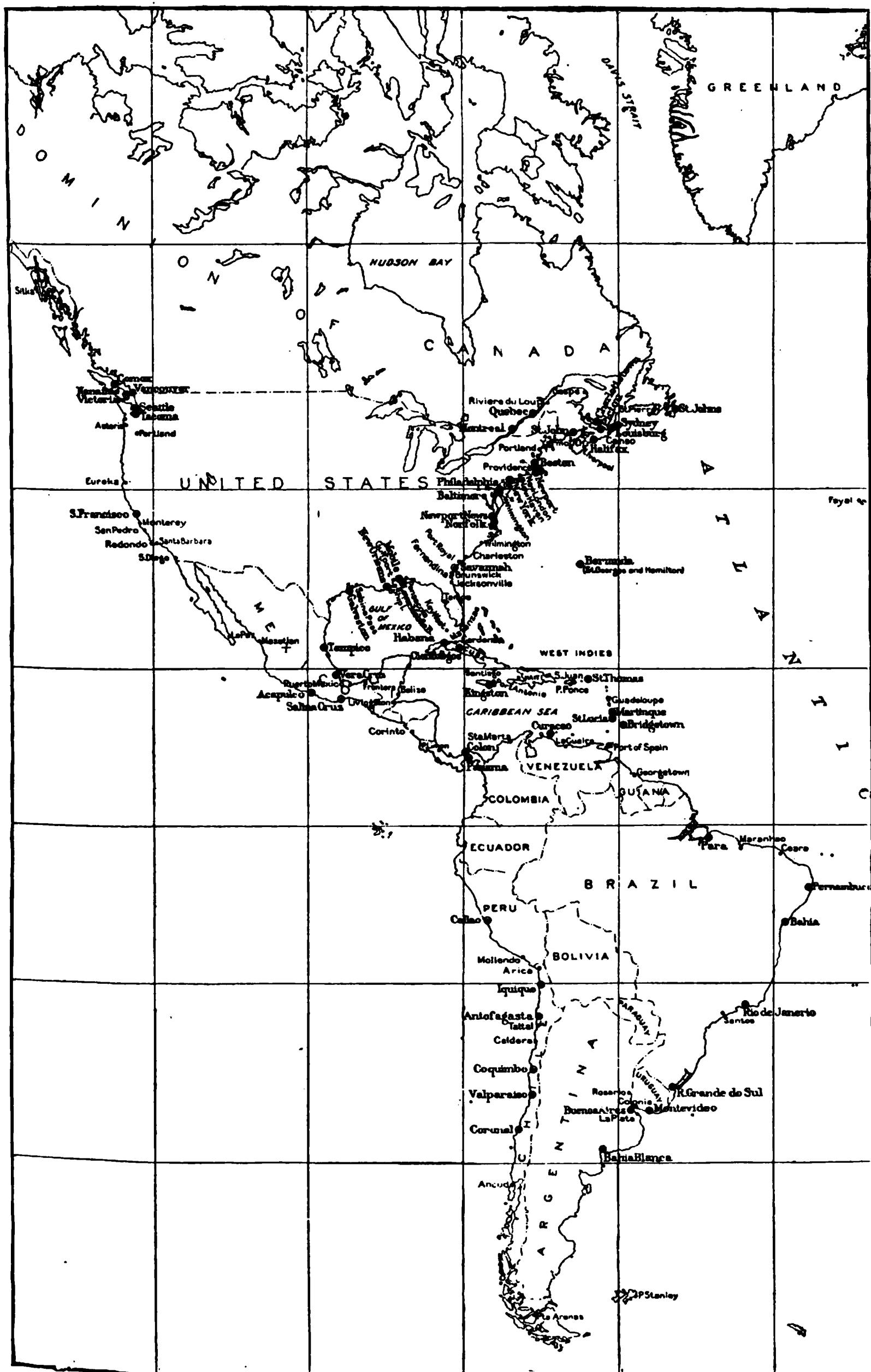
culverts. Near Miraflores, a tunnel 736 feet long has been built through a hill. Total cost of new line has been \$8,866,392.02.

THE EQUIPMENT FOR THE CONSTRUCTION OF THE CANAL.

The Equipment consists of the latest and most efficient appliances, the quality of which has been demonstrated by the remarkable totals of excavation which have been recorded during the progress of the work. It includes 100 steam shovels, most of which are of from 70 to 105 tons weight and 3 to 5 cubic yards bucket capacity; 161 American locomotives of from 106 to 117 tons weight; 104 small French locomotives of 20 to 30 tons; 42 narrow gauge and electric locomotives; 553 drills; 4,572 cars; 79 spreaders, track-shifters, unloaders, etc., 20 dredges; 47 cranes; 11 tugs; 72 barges, scows, etc. and 24 launches. The Panama Railroad has 62 locomotives; 57 coaches and 1,434 freight cars.

CANAL STATISTICS

Length from deep water to deep water (miles).....	50
Length from shore-line to shore-line (miles).....	40
Bottom width of channel, maximum (feet).....	1,000
Bottom width of channel, minimum, 9 miles, Culebra Cut (ft.)	300
Locks, in pairs.....	12
Locks, usable length (feet)....	1,000
Locks, usable width (feet).....	110
Gatun Lake, area (square miles)	164
Gatun Lake, channel depth (feet)	85 to 45
Culebra Cut, channel depth (ft.)	45
Excavation, Canal Proper, estimated total (cubic yards)....	203,710,000
Excavation, permanent structures, estimated (cubic yards)	8,794,000
Excavation, grand total, estimated (cubic yards).....	212,504,000
Excavation, due to slides and breaks, estimated (cubic yards), about.....	22,000,000
Excavation accomplished January 1, 1913 (cubic yards)....	188,280,312
Excavation, remaining, Canal Proper, January 1, 1913 (cubic yards).....	23,426,713
Excavation by the French, (cubic yards).....	78,146,960
Excavation by French, useful to present Canal (cubic yards)...	29,908,000
Excavation by French, estimated value to Canal.....	\$25,389,240
Value of all French property....	\$42,799,826
Concrete, total estimated for Canal (cubic yards).....	5,000,000
Time of transit through completed Canal (hours).....	10 to 12
Time of passage through locks (hours).....	3
Relocated Panama Railroad, total cost.....	\$8,866,392
Relocated Panama Railroad, length (miles).....	47.1
Canal Zone, area (square miles)	436
Canal and Panama Railroad force actually at work (about)	36,000
Canal and Panama Railroad force, Americans (about)....	5,000
Cost of Canal, estimated total..	\$375,000,000
Work begun by Americans.....	May 4, 1904
Date of completion.....	Jan. 1, 1915



COALING STATIONS OF NORTH AND SOUTH AMERICA.

DISTANCES FROM NEW YORK, NEW ORLEANS, SAN FRANCISCO, AND PORT TOWNSEND TO THE PRINCIPAL PORTS OF THE WORLD AND THE PRINCIPAL CITIES OF THE UNITED STATES.

[Source: Water routes in nautical miles, Hydrographic Office, Navy Department; land routes in statute miles, War Department.]

FOREIGN CITIES.

Port and route.	New York.	New Orleans.	San Francisco.	Port Townsend.	Port and route.	New York.	New Orleans.	San Francisco.	Port Townsend.
Aden:					Hamburg:	3,032	3,243	16,843	16,861
Via Suez Canal.	6,532	7,870			Via New York.				
Via Cape of Good Hope.	10,965	11,408			Bahama.	1,227	597	3,079	3,006
Via Suez Canal and New York.			9,723	9,731	Via New Orleans.			3,219	3,092
Via Cape of Good Hope and New York.			14,176	14,184	Via Tehuantepec.			4,337	6,112
Via Suez and Tehuantepec.			10,800	10,800	Via Panama.				
Via Suez and Japan.			10,800	11,000	Havre:	3,169	4,760	16,360	16,368
Via Suez and Magellan Strait.			15,000	16,700	Via New York.			6,066	6,866
Via Suez and Port Townsend.			11,600	11,300	Hongkong.				
Via Singapore and Port Townsend.	14,499	14,279			Via Port Townsend.				
Via Singapore and San Francisco.	14,601	13,962			Via San Francisco.	19,085	18,865		
Antwerp:	3,325	4,853			Via San Francisco.	10,572	9,317		
Via New York.			6,516	6,524	Via Tehuantepec.				
Via Tehuantepec.			7,554	8,329	Via Panama.	11,431	10,830		
Via Panama.			8,294	8,039	Via Suez.	11,810	12,802		
Via Magellan Strait.			13,671	14,440	Via Cape of Good Hope.	13,590	13,893		
Batavia (Java).			7,800	7,900	Via Magellan Strait.	16,868	17,318		
Via Tehuantepec.					Honolulu.			2,007	2,370
Via Panama.					Via San Francisco.	15,288	14,579		
Via Cape of Good Hope.					Via Port Townsend.	15,599	16,349		
Bombay:					Via Panama.	5,806	6,085		
Via Suez Canal.	8,130	9,536			Via Tehuantepec.	5,806	4,582		
Via Cape of Good Hope.	11,250	11,946			Via Magellan Strait.	12,369	13,719		
Via Suez and New York.			11,311	11,319	Klingston, Jamaica.	1,473	1,165		
Via Cape of Good Hope and New York.			14,441	14,449	Kongo River, mouth of.	5,662	6,580		
Via Suez and Tehuantepec.			12,110	12,886	Via New Orleans.			19,062	19,569
Via Suez and Panama.			12,613	13,267	Via New York.	3,063	4,553	18,853	18,859
Via Cape of Good Hope and Tehuantepec.			15,108	15,800	Liverpool.			16,244	16,260
Via Cape of Good Hope and Panama.			14,500	15,770	Via New York.			7,109	7,944
Via Magellan Strait.			15,004	15,639	Via Tehuantepec.			8,008	8,813
Via Singapore.	12,771	12,559	9,780	9,880	Via Panama.			13,503	14,278
Via Singapore and Port Townsend.	12,971	12,862			Via Magellan Strait.				
Via Singapore and San Francisco.	12,971	12,862			London.	3,333	4,507		
Via Singapore and Tehuantepec.	12,963	12,746			Via New York.			16,424	16,432
Via Singapore and Panama.	14,337	14,226			Via Tehuantepec.			7,349	8,124
					Via Panama.			8,218	8,993
					Via Magellan Strait.			12,653	14,456

[illegible]

Distances given are by water unless otherwise stated.

By hand and water.

Distance by road from Colton to Pasadena, 47 miles.

1997

DISTANCES FROM ATLANTIC TO PACIFIC PORTS BY THE PRESENT ROUTES.
(In Nautical Miles.)

(Prepared expressly for The American Almanac by Captain W. H. Sutherland, Hydrographer, U. S. Navy.)

From.	To Port Townsend, via San Francisco.	To San Francisco.	To Guayaquil.	To Callao.	To Iquique.	To Valparaiso.	To Coronal.	To Yokohama, via San Francisco.	To Shanghai, via San Francisco and Yokohama.	To Manila, via San Francisco and Yokohama.	To Sydney, via Tahiti.	To Melbourne, via Tahiti and Sydney.	To Wellington, via Tahiti.
New York	14,019	15,244	10,425	9,702	9,221	8,461	7,800	17,787	18,910	19,550	14,590	15,135	13,600
Norfolk	13,946	15,171	10,349	9,626	9,147	8,387	7,726	17,706	18,829	19,469	14,510	15,055	13,520
Charleston	13,954	15,179	10,358	9,637	9,158	8,398	7,735	17,715	18,838	19,478	14,519	15,064	13,529
Port Tampa	14,119	15,344	10,523	9,802	9,321	8,561	7,900	17,951	19,074	19,714	14,666	15,211	13,676
New Orleans	14,419	15,644	10,823	10,102	9,621	8,861	8,200	18,251	19,374	19,994	14,966	15,511	14,000
Galveston	14,601	15,826	11,005	10,284	9,803	9,043	8,382	18,433	19,556	20,176	15,142	15,687	14,182
Liverpool	14,619	15,844	11,021	10,300	9,819	9,059	8,398	18,451	19,574	20,194	15,160	15,705	14,200
Hamburg	15,019	16,244	11,423	10,702	10,221	9,461	8,800	18,851	19,974	20,594	15,542	16,087	14,600
Antwerp	14,754	15,979	11,158	10,437	9,956	9,196	8,535	18,586	19,709	20,329	15,277	15,822	14,335
Bordeaux	14,474	15,699	10,878	10,157	9,676	8,916	8,255	18,306	19,429	20,049	15,015	15,560	14,053
Gibraltar	13,516	14,741	9,922	9,201	8,720	7,960	7,300	17,349	18,472	19,092	14,059	14,604	13,099

DISTANCES FROM ATLANTIC PORTS TO PACIFIC PORTS, VIA THE PANAMA CANAL, WHEN COMPLETED.

(From a special report by the United States Treasury Department.)

From.	To Port Townsend, via San Francisco.	To San Francisco.	To Guayaquil.	To Callao.	To Iquique.	To Valparaiso.	To Coronal.	To Yokohama, via San Francisco.	To Shanghai, via San Francisco and Yokohama.	To Manila, via San Francisco and Yokohama.	To Sydney, via Tahiti.	To Melbourne, via Tahiti and Sydney.	To Wellington, via Tahiti.
New York	6,074	5,299	2,864	3,359	4,021	4,650	4,808	9,875	10,485	11,125	9,855	10,465	8,895
Norfolk	5,872	5,097	2,662	3,157	3,819	4,448	4,606	9,673	10,283	10,923	9,653	10,263	8,693
Charleston	5,873	5,098	2,663	3,158	3,820	4,449	4,607	9,674	10,284	10,924	9,654	10,264	8,694
Port Tampa	5,328	4,553	2,093	2,588	3,250	3,879	4,037	9,129	9,739	10,379	9,109	9,719	8,149
New Orleans	5,477	4,702	2,243	2,738	3,400	4,029	4,187	9,278	9,888	10,528	9,258	9,868	8,298
Galveston	5,574	4,799	2,340	2,835	3,497	4,126	4,284	9,375	9,985	10,625	9,355	9,965	8,395
Liverpool	8,813	8,038	5,603	6,098	6,760	7,389	7,547	12,614	13,224	13,864	12,594	13,204	11,634
Hamburg	9,212	8,437	6,002	6,497	7,159	7,788	7,946	13,013	13,623	14,263	12,993	13,603	12,033
Antwerp	9,963	9,188	6,753	7,248	7,910	8,539	8,697	13,764	14,374	15,014	13,744	14,354	12,784
Bordeaux	8,713	7,938	5,503	5,998	6,660	7,289	7,447	12,514	13,124	13,764	12,494	13,104	11,534
Gibraltar	8,447	7,672	5,237	5,732	6,394	7,023	7,181	12,248	12,858	13,498	12,228	12,838	11,268

* Via Honolulu, add 252 miles.

† Omitting Tahiti reduces voyage from Brito by 52 miles.

‡ Voyage from Brito to Sydney by way of Wellington is 232 miles less than by way of Tahiti from Panama. It is 405 miles less.

§ Voyage from Brito to Wellington direct is 185 miles shorter than via Tahiti, and from Panama it is 358 miles shorter.



VIEW AT ATLANTIC ENTRANCE.



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THE NEW MUNICIPAL BUILDING OF THE CITY OF NEW YORK.

This building houses many departments of the city government and saves hundreds of thousands of dollars annually in rent.

CHAPTER IX.

TELEGRAPHS AND CABLES.

THE PREPARATION OF DOMESTIC TELEGRAPH MESSAGES.

A message to be transmitted by telegraph should be written upon the blank provided by the Telegraph Company for that purpose; or it should be attached to such blank by the sender, or by the one presenting the message as the sender's agent, so as to leave the printed heading in full view above the written message.

Write the whole message, date, address, body and signature as clearly as possible. Avoid changes, corrections and unusual abbreviations. Figures, counted and charged for at the rate of one word for each, may be used, but words to represent them are less liable to cause error.

Addresses are not charged for, therefore they should be full and clear and written so as to be easily understood. If the person addressed is known to be at a considerable distance from the office, or in some locality where the services of a special messenger may be required to reach him, this fact should be made known to the Telegraph Company. By such notice a quicker delivery of the message may be often effected.

If the sender's address is not known to the Telegraph Company, it should be written on the back or at the bottom of the blank. This will enable the Telegraph Company to reach him either with a reply, should one be received or for any possible question which might arise in reference to the transmission or delivery of his message.

Rules for counting messages, which will completely cover all the usual and unusual words, abbreviations and combinations used in telegraph messages, cannot be given here. A charge is made for the first ten words or less, and a reduced rate for each word over ten. The address and signature are not charged for.

In counting a message "dictionary" words (i. e., words taken from one of the following languages, namely, English, German, French, Italian, Dutch, Portuguese, Spanish and Latin), initial letters, surnames of persons, names of cities, towns, villages, states or territories, or names of the Canadian provinces, will be counted and charged for each as one word. The abbreviations for the names of towns, villages, states, territories and provinces will be counted and charged for the same as if written in full. Abbreviations of weights and measures in common use will be counted each as one word.

Examples:

Signatory (English)	1 word
Auf wiedersehen (German)	2 words
A bon marché (French)	3 "
Erba mala presto cresce (Italian)	4 "

El corazón menda las carnes (Spanish)	5 words
Errare humanum est (Latin)	3 "
J G M Jones, Jr.	5 "
Van Dorne	1 "
McGregor	1 "
O'Connor	1 "
District of Columbia (or D. C.)	1 "
New York (or N. Y.)	1 "
New York State	2 "
St. Louis	1 "
East St. Louis	1 "
New Mexico (or N. M.)	1 "
Nova Scotia (or N. S.)	1 "
Lbs.	1 "
Hhds.	1 "
Cwt.	1 "

In names of countries or counties all the words will be counted and charged for.

Examples:

United States of Colombia	4 words
U. S. A.	3 "
North America	2 "
Queen Anne County	3 "

All groups of letters, when such groups do not form dictionary words, and are not combinations of dictionary words, will be counted at the rate of five letters or fraction of five letters to a word. When such groups are made up of combinations of dictionary words, each dictionary word so used will be counted.

Examples:

Ukugu (artificial)	1 word
Babelu (artificial)	2 "
Bacyzafyih (artificial)	2 "
Abyczafybgk (artificial)	3 "
Hhgga (artificial)	1 "
Doyou (improperly combined)	2 "
Canhe (improperly combined)	2 "
Allright (or alright)	2 "
(improperly combined)	2 "
Housemate (dictionary word)	1 "

Figures, decimal points and bars of division will be counted, each separately, as one word. In groups consisting of letters and figures, each letter and figure will be counted as one word.

Examples:

A1	2 words
x9n8g	5 "
$\frac{3}{4}$	3 "
74 $\frac{3}{4}$	5 "
4442	4 "
44, 42	5 "
165 East 22d St.	8 "

Exceptions:

A. M.	1 word
P. M.	1 "
F. O. B. (or fob)	1 "
C. O. D. (or cod)	1 "
C. I. F. or C. F. I.	1 "
(or cif or cfi)	1 "
C. A. F. (or caf)	1 "
O. K.	1 "
Per cent (or percent)	1 "

In ordinal numbers the affixes st, nd, rd and th will each be counted as one word.

Examples:

1st	2 words
2nd	2 "
3rd	2 "
4th	2 "



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RECEIPTS AND EXPENDITURES OF THE UNITED STATES GOVERNMENT FOR THE FISCAL YEAR ENDING JUNE 30, 1908.

While the amounts shown are usually increasing annually, the relation they bear to each other is practically constant and hence the drawing is useful as a means of comparison.

LAND LINES OF THE WORLD

Below are given such particulars as we have been able to obtain of the land line telegraphs throughout the world, corrected up to December, 1912:

Countries.	Length of Lines in Miles.			Length of Conductors in Miles.			Pneumatic Tubes. (Yards)
	Aerial.	Under-ground.	Total.	Aerial.	Under-ground.	Total.	
America (United States of)—							
Commercial Cable Co.	27,921	183	28,104	202,850	10,031	212,881	11,066
¹ Western Union Tel. Co.	207,520	446	207,966	1,459,160	57,178	1,496,338	.....
Argentine Republic.	13,596	20	13,616	32,779	80	32,859	.....
Austria.	28,872	184	29,056	141,918	4,265	146,183	95,534
Belgium.	4,694	19	4,713	24,451	1,074	25,525	1,032
Bolivia.	1,795	.....	1,795	.....	.....	.....	.....
Brazil.	20,241	14	20,255	37,166	94	37,260	23,731
British East Africa.	1,039	.....	1,039	2,284	.....	2,284	50
British Guiana.	350	.....	350	2,051	.....	2,051	.....
British India.	72,553	193	72,746	284,067	3,199	287,266	.....
British North Borneo	800	.....	800	900	.....	900	.....
Bulgaria.	4,043	2	4,045	9,436	67	9,503	.....
Canada—Gt. N.-W. Tel. Co.	10,818	.....	10,818	52,199	.....	52,199	.....
Canadian Pacific Telegraphs.	12,255	2	12,257	75,872	886	76,758	.....
Government Tel. Service.	8,383	.....	8,383	7,900	.....	7,900	.....
Western Union Tel. Co.	2,707	11	2,718	13,979	44	14,023	.....
Ceylon.	1,830	2	1,832	4,940	50	4,990	.....
Chili.	7,473	.....	7,473	13,408	.....	13,408	.....
China.	25,308	6	25,314	41,805	102	41,907	.....
Colombia.	620	.....	620	.....	.....	.....	.....
Costa Rica.	835	.....	835	.....	.....	.....	.....
Cuba.	7,119	.....	7,119	7,119	.....	7,119	.....
² Denmark.	3,242	64	3,306	7,339	230	7,569	.....
Dominican Republic	1,728	.....	1,728	1,728	.....	1,728	.....
East African Protectorate.	1,016	.....	1,016	2,261	.....	2,261	.....
Ecuador.	3,754	4	3,758	.....	.....	.....	.....
Egypt.	3,871	.....	3,871	12,762	.....	12,762	.....
France and Corsica.	86,214	4,315	90,529	329,525	25,517	355,042	354,987
French Guiana (Cayenne).	195	.....	195	195	.....	195	.....
French Indo-China (Cochin-China, Cambodgia, Annam, Tonkin and Laos).	8,417	8	8,425	14,231	108	14,339	.....
French Guinea.	1,430	.....	1,430	1,430	.....	1,430	.....
French Ivory Coast.	1,584	.....	1,584	1,584	.....	1,584	.....
French Dahomey.	1,143	.....	1,143	1,143	.....	1,143	.....
French Congo and Dependencies.	1,600	.....	1,600	1,600	.....	1,600	.....
³ Germany.	139,450	4,045	143,495	401,716	29,706	431,422	287,627
Great Britain and Ireland.	56,039 ⁴	6,300 ⁵	62,239	teleg'ph. 171,534 telep'ne. 726,028	129,743	2,688,537	175,194
Greece.	5,029	.....	5,029	.....	.....	.....	.....
Carried forward.	775,484	15,818	791,202	4,087,360	1,923,606	5,990,966	949,221

¹Inclusive of 388 miles of submarine cable, with 45 conductors.

²Exclusive of 206 miles of river cables and 526 miles of conductors.

³Including inter-urban telephone lines.

⁴No distinction can be made between telegraph and telephone line mileages, as the lines largely carry both telegraph and telephone conductors.

⁵Miles of single pipe.

LAND LINES OF THE WORLD

Below are given such particulars as we have been able to obtain of the land line telegraphs throughout the world, corrected up to December, 1912:

Countries.	Length of Lines in Miles.			Length of Conductors in Miles.			Pneumatic Tubes. (Yards)
	Aerial.	Under-ground.	Total.	Aerial.	Under-ground.	Total.	
Brought forward.	775,484	15,818	791,202	4,087,360	1,923,606	5,990,966	949,221
Holland	6,312	301	6,613	67,608	1,413	69,021	.....
Hungary	15,825	78	15,903	15,902	1,593	17,495	.....
Indo-European Persian Gulf System (Mekran Coast).	1,122	.....	1,122	2,195	.....	2,195	.....
Indo-European Teheran, Bushire and Central Lines	1,605	.....	1,605	4,799	.....	4,799	.....
Italy	31,994	37	32,031	193,208	1,335	194,543	.....
Jamaica	992	.....	992	.....	.....	.....	.....
Japan	23,008	27	23,035	110,159	1,723	111,822	2,507
Luxemburg	456	.....	456	715	.....	715	.....
Madagascar	2,380	.....	2,380	2,380	.....	2,380	.....
Malay States (Federated)	1,632	5 1/2	1,637 1/2	5,135	.....	5,135	.....
Mauritius	184	25	209	463	100	563	.....
Mexico	22,771	3	22,774	50,344	3	50,347	.....
Netherlands India	6,114	155	6,269	10,635	182	10,817	.....
New Caledonia	632	.....	632	966	.....	966	.....
New South Wales	18,045	257	18,302	111,578	26,549	138,127	1,485
New Zealand	13,343	12 1/2	13,355 1/2	77,242	5,682	82,924	.....
Nicaragua	3,471	.....	3,471	.....	.....	.....	.....
Norway	11,254	91	11,345	64,876	39,589	104,465	44
Peru	8,666	.....	8,666	10,092	.....	10,092	.....
Portugal	5,708	.....	5,708	12,564	.....	12,564	.....
Portuguese Colonies	2,055	.....	2,055	2,155	.....	2,155	.....
Queensland	10,568	79	10,647	23,525	174	23,699	470
Roumania	4,517	16	4,533	11,707	196	11,903	.....
Russia	108,106	162	108,268	385,612	1,087	386,699	.....
Senegal	1,357	4	1,361	1,897	4	1,901	.....
H. L. S é n é g a l	.....	.....	.....	.....	.....	.....	.....
Niger	3,337	.....	3,337	4,023	.....	4,023	.....
Servia	4,349	3	4,352	8,289	76	8,365	.....
South Australia	6,491	43	6,534	23,169	18,716	41,885	661
Spain	21,738	70,010	21,808	49,148	340	49,488	.....
Straits Settlements	1,292	.....	1,292	1,292	.....	1,292	.....
Sudan	4,777	.....	4,777	9,896	.....	9,896	.....
Sweden	5,976	41	6,017	19,397	768	19,865	.....
Switzerland	54,217	272	54,489	43,547	2,785	46,332	.....
Tasmania	2,137	8	2,145	4,320	1,271	5,591	.....
Tunis	2,077	5	2,082	5,005	60	5,065	.....
Turkey	27,560	.....	27,560	46,876	.....	46,876	.....
Uganda Protectorate	859	.....	859	1,017	.....	1,017	.....
Union of South Africa	17,216	11	17,227	62,531	546	63,077	683
Uruguay	4,898	.....	4,898	4,898	.....	4,898	.....
Victoria . . . . .	.....	.....	.....	.....	.....	.....	.....
Postal Dept.	4,044	10	4,054	11,810	610	12,420	3,967
Railway Dept.	3,218	2	3,220	5,851	108	5,959	.....
Western Australia -	.....	.....	.....	.....	.....	.....	.....
Postal Dept.	6,975	35	7,010	16,498	5,498	22,996	23
Railway Dept.	2,598	.....	2,598	7,022	.....	7,022	.....
Total	1,251,359	87,511	1,268,830	5,578,606	2,034,014	7,563,258	959,061

¹Inclusive of 193 nautical miles of river cables and 504 miles of conductors.

²Exclusive of 23,611 nautical miles of river cables and 45,321 miles of conductors.

³Exclusive of 1 1/2 miles of submarine cable.

⁴Including telephone lines.—From *Electric Trades Directory*.

TELEGRAPH RATES—NORTH AMERICA

BETWEEN NEW YORK CITY AND PLACES IN UNITED STATES AND CANADA.

Day rate 40-3, means 40 cents for ten words and 3 cents for each additional word; Night rate 30-2, means 30 cents for ten words and 2 cents for each additional word, etc. Address and signature are free. Western Union and Postal Rates are uniform.

PLACES.	RATE.		PLACES	RATE.	
	Day.	Night.		Day.	Night.
ALABAMA.....	60-4	50-3	MISSOURI:		
ALASKA:			St. Louis.....	50-3	40-3
Eagle City.....	3.80-35	3.80-35	All other places.....	60-4	50-3
Juneau.....	2.60-23	2.60-23	MONTANA.....	75-5	60-4
Nome.....	4.80-45	4.80-45	NEBRASKA.....	60-4	50-3
St. Michael.....	4.30-40	4.30-40	NEVADA.....	1.00-7	1.00-7
Sitka.....	2.40-21	2.40-21	NEW BRUNSWICK.....	50-3	40-3
Skagway.....	2.90-26	2.90-26	NEWFOUNDLAND: St. John's..	1.10-9	1.00-9
Valdez.....	3.40-31	3.40-31		30-2	
ALBERTA.....	1.00-7	75-5	NEW HAMPSHIRE.....	to	25-1
	to	to		35-2	
	1.25-8	1.00-7	NEW JERSEY.....	25-2	25-1
ARIZONA.....	1.00-7	1.00-7	NEW MEXICO.....	75-5	60-4
ARKANSAS.....	60-4	50-3	NEW YORK:		
BRITISH COLUMBIA: Grand			New York City.....	20-1	20-1
Forks, Nelson, New West-				25-2	
minster, Rossland, Van-			All other places.....	to	25-1
couver, Victoria.....	1.00-7	1.00-7		35-2	
Atlin.....	3.25-24	3.25-24	NORTH CAROLINA.....	50-3	40-3
Port Simpson.....	2.75-19	2.75-19	NORTH DAKOTA.....	75-5	60-4
CALIFORNIA.....	1.00-7	1.00-7	NOVA SCOTIA.....	50-3	40-3
COLORADO.....	75-5	60-4	OHIO.....	40-3	30-2
CONNECTICUT.....	25-2	25-1	OKLAHOMA.....	75-5	60-4
DELAWARE.....	30-2	25-1	ONTARIO:		
DISTRICT OF COLUMBIA:			Niagara Falls.....	40-3	30-2
Washington.....	30-2	25-1	Sault Ste. Marie.....	60-4	50-3
All other places.....	40-3	30-2		50-3	40-3
FLORIDA.....	60-4	50-3	All other places.....	to	to
GEORGIA.....	60-4	50-3		1.00-7	75-5
IDAHO.....	1.00-7	1.00-7	OREGON.....	1.00-7	1.00-7
ILLINOIS.....	50-3	40-3		25-2	25-1
INDIANA.....	50-3	40-3	PENNSYLVANIA.....	to	to
IOWA.....	60-4	50-3		40-3	30-2
KANSAS.....	60-4	50-3	PRINCE EDWARD ISLAND:		
KENTUCKY.....	50-3	40-3	Charlottetown.....	75-5	65-5
LOUISIANA.....	60-4	50-3	QUEBEC.....	50-3	40-3
MAINE: Portland.....	35-2	25-1	RHODE ISLAND.....	30-2	25-1
	40-3	30-2		1.00-7	75-5
Other places.....	to	to	SASKATCHEWAN.....	to	to
	50-3	40-3		1.25-8	1.00-7
MANITOBA: Winnipeg.....	75-5	60-4	SOUTH CAROLINA.....	60-4	50-3
MARYLAND: Annapolis, Bal-			SOUTH DAKOTA.....	75-5	60-4
timore, Frederick, Ha-			TENNESSEE.....	50-3	40-3
gerstown.....	30-2	25-1	TEXAS.....	75-5	60-4
Cumberland.....	35-2	25-1	UTAH.....	75-5	60-4
	30-2	25-1		30-2	
All other places.....	to	to	VERMONT.....	to	25-1
	40-3	30-2		35-2	
	25-2			40-3	30-2
MASSACHUSETTS.....	to	25-1	VIRGINIA.....	to	to
	30-2			50-3	40-3
MICHIGAN: Detroit, Mount			WASHINGTON.....	1.00-7	1.00-7
Clemens, Port Huron.....	40-3	30-2	WEST VIRGINIA.....	40-3	30-2
	50-3	40-3	WISCONSIN: Milwaukee.....	50-3	40-3
All other places.....	to	to	All other places.....	60-4	50-3
	60-4	50-3	WYOMING.....	75-5	60-4
MINNESOTA.....	60-4	50-3	YUKON:		
MISSISSIPPI.....	60-4	50-3	Dawson City.....	4.00-27	4.00-27

NIGHT LETTERS AND DAY LETTERS.

Table of Tolls for 1 to 200 Words.

Words	When Day Message Rate is 25 and 2		When Day Message Rate is 30 and 2		When Day Message Rate is 35 and 2		When Day Message Rate is 40 and 3	
	Night Letter Rate is	Day Letter Rate is	Night Letter Rate is	Day Letter Rate is	Night Letter Rate is	Day Letter Rate is	Night Letter Rate is	Day Letter Rate is
1 to 50	\$0.25	\$0.38	\$0.30	\$0.45	\$0.35	\$0.53	\$0.40	\$0.60
51 " 60	.30	.45	.36	.54	.42	.63	.48	.72
61 " 70	.35	.53	.42	.63	.49	.74	.56	.84
71 " 80	.40	.60	.48	.72	.56	.84	.64	.96
81 " 90	.45	.68	.54	.81	.63	.95	.72	1.08
91 " 100	.50	.75	.60	.90	.70	1.05	.80	1.20
101 " 110	.55	.83	.66	.99	.77	1.16	.88	1.32
111 " 120	.60	.90	.72	1.08	.84	1.26	.96	1.44
121 " 130	.65	.98	.78	1.17	.91	1.37	1.04	1.56
131 " 140	.70	1.05	.84	1.26	.98	1.47	1.12	1.68
141 " 150	.75	1.13	.90	1.35	1.05	1.58	1.20	1.80
151 " 160	.80	1.20	.96	1.44	1.12	1.68	1.28	1.92
161 " 170	.85	1.28	1.02	1.53	1.19	1.79	1.36	2.04
171 " 180	.90	1.35	1.08	1.62	1.26	1.89	1.44	2.16
181 " 190	.95	1.43	1.14	1.71	1.33	2.00	1.52	2.28
191 " 200	1.00	1.50	1.20	1.80	1.40	2.10	1.60	2.40

Words	When Day Message Rate is 50 and 3		When Day Message Rate is 60 and 4		When Day Message Rate is 75 and 5		When Day Message Rate is 100 and 7	
	Night Letter Rate is	Day Letter Rate is	Night Letter Rate is	Day Letter Rate is	Night Letter Rate is	Day Letter Rate is	Night Letter Rate is	Day Letter Rate is
1 to 50	\$0.50	\$0.75	\$0.60	\$0.90	\$0.75	\$1.13	\$1.00	\$1.50
51 " 60	.60	.90	.72	1.08	.90	1.35	1.20	1.80
61 " 70	.70	1.05	.84	1.26	1.05	1.58	1.40	2.10
71 " 80	.80	1.20	.96	1.44	1.20	1.80	1.60	2.40
81 " 90	.90	1.35	1.08	1.62	1.35	2.03	1.80	2.70
91 " 100	1.00	1.50	1.20	1.80	1.50	2.25	2.00	3.00
101 " 110	1.10	1.65	1.32	1.98	1.65	2.48	2.20	3.30
111 " 120	1.20	1.80	1.44	2.16	1.80	2.70	2.40	3.60
121 " 130	1.30	1.95	1.56	2.34	1.95	2.93	2.60	3.90
131 " 140	1.40	2.10	1.68	2.52	2.10	3.15	2.80	4.20
141 " 150	1.50	2.25	1.80	2.70	2.25	3.38	3.00	4.50
151 " 160	1.60	2.40	1.92	2.88	2.40	3.60	3.20	4.80
161 " 170	1.70	2.55	2.04	3.06	2.55	3.83	3.40	5.10
171 " 180	1.80	2.70	2.16	3.24	2.70	4.05	3.60	5.40
181 " 190	1.90	2.85	2.28	3.42	2.85	4.28	3.80	5.70
191 " 200	2.00	3.00	2.40	3.60	3.00	4.50	4.00	6.00

NIGHT MESSAGES.

Night messages are accepted at the following rates.

NIGHT MESSAGE RATES.

Where the Day Rate is	The Night Rate is
20—1	20—1
25—2	25—1
30—2	25—1
35—2	25—1
40—3	30—2
50—3	40—3
60—4	50—3
65—4	50—3
75—5	50—3
75—5	60—4
75—5	75—5
85—6	60—4
85—6	85—6
90—6	60—4
1.00—7	75—5
1.00—7	1.00—7
1.15—8	1.00—7
1.25—8	1.00—7
1.25—8	1.25—8

NIGHT LETTERS OR "LETTERGRAMS."

Both of the large telegraph companies have inaugurated the night service which has been highly useful to the public, and which serves to utilize lines at night which would otherwise be idle.

Night letters may be accepted for all offices in the United States and Canada, and also including many telephone points.

The charge for night letters of fifty words or less will be the regular day rate for ten words, and one-fifth (1/5) of this rate will be charged for each additional ten words or less.

Night letters must be written in plain English. Code or cipher is not permitted. Night letters should be written on special night letter blanks. Night letters will be delivered as early as convenient the next morning.

The instructions that night letters must be written in "plain English language" do not disqualify words of an artificial character representing trade names or terms, trade designations of cotton shipments, brands or grades of flour, and other manufactured products. Trade names and trade designations are accepted without question, *provided they are used in their natural sense*, and are not used to convey a hidden meaning as code or cipher words do. For example, the expression "Uneda" is the name of a product of a biscuit company. "XXX" is used to express a certain brand or grade of flour. "FHC," "AFC," "HLPH," represent cotton shippers' brands.

DAY LETTERS.

The day letter service, offered only by the Western Union Telegraph Co., is similar in all respects to the night letter service except that delivery is made the same day, subject only to such delay as is involved in the subordination of the message to full paid traffic, and the tariff for fifty words or less is one and one half times the regular day rate for ten words.

The combined telegraph and telephone service is proving very useful. The plan is

to allow those telephone subscribers whose local telegraph office is closed for the night to call up "Central" and be placed in communication with the nearest open telegraph office. If the service of the Western Union Co. is desired it is only necessary to say "Western Union." The Postal Telegraph Co. must be asked for by name also. This arrangement makes every telephone subscribers' station an always open telegraph office.

MONEY BY TELEGRAPH.

All telegraph companies accept orders, both domestic and foreign, for immediate transfer of money by telegraph and cable. It is sometimes imperative to obtain large or small sums at the shortest possible moment, certainly within twenty-four hours. Formerly this branch of the business was in the hands of bankers, but now the cable companies and telegraph companies are able to pay money in places all over the world. The organization of telegraph and cable companies is a most complicated one, and there are many factors which control the rates.

Reduced charges for the transfer of money by telegraph to offices in the United States are as follows:

First: For \$25.00 or less	25c
25.01 up to \$50.00	35c
50.01 " " 75.00	60c
75.01 " " 100.00	85c

For amounts above \$100.00 add (to the \$100.00 rate) 25c per hundred (or any part of \$100.00) up to \$3,000.00. For amounts above \$3,000.00 add (to the \$3,000.00 rate) 20c per hundred (or any part of \$100.00.)

Second: To the above charges are to be added the tolls for a fifteen-word day message from the office of deposit to the office of payment.

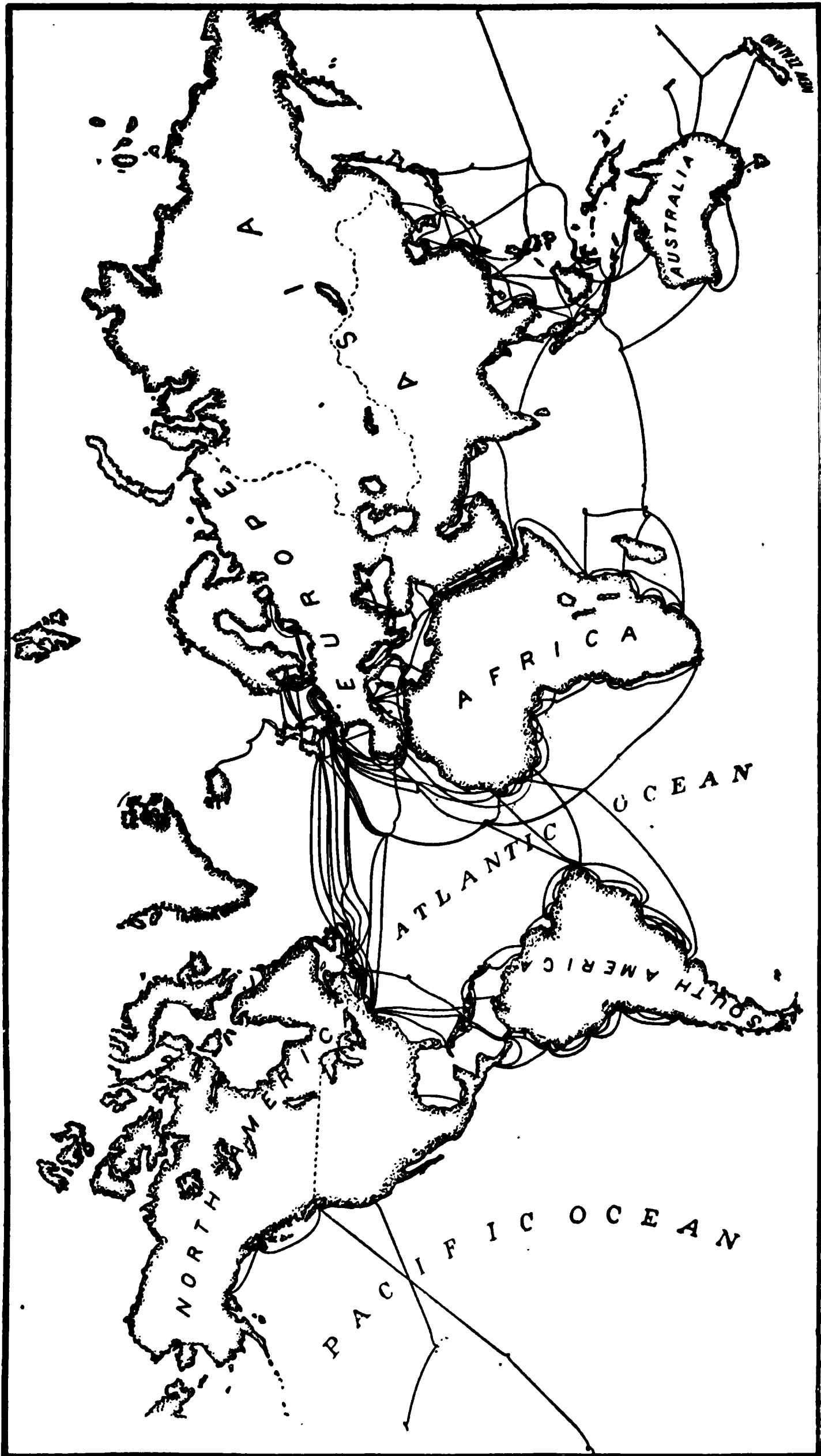
MISCELLANEOUS SERVICE.

Persons who wish to be notified of the arrival of steamers can make arrangements with the two telegraph companies to notify them of the arrival. The companies maintain signal stations at Fire Island, The Highlands, and Sandy Hook; also at Quarantine, for the purpose of reporting and sighting the arrival of steamers from foreign ports. To those who live in New York, or in nearby towns and cities, the notice will be received in ample time to reach the dock by the time the steamer warps in. The service for New York, New Jersey and Hoboken is \$1.00. Parties in other places who are interested in incoming steamers can be notified by paying this fee of \$1.00, plus the usual telegraph tolls for the ordinary ten-word message. For places not adjacent to New York, the notice conveys the intelligence of the near approach of home-coming steamers.

A cable between Syracuse and Tripoli was completed in July, 1912. It has a total length of 280 nautical miles, and is composed of five sections of different diameters. The middle portion measures 19 mm., the two intermediate lengths 28 mm., and those adjacent to the coast 35 mm.

TOLLS ON MESSAGES OF FROM 10 TO 50 WORDS.

No. of Words.	Rate 20-1	Rate 25-1	Rate 25-2	Rate 30-2	Rate 35-2	Rate 40-3	Rate 50-3	Rate 60-4	Rate 75-5	Rate 100-7
10	20	25	25	30	35	40	50	60	75	100
11	21	26	27	32	37	43	53	64	80	107
12	22	27	29	34	39	46	56	68	85	114
13	23	28	31	36	41	49	59	72	90	121
14	24	29	33	38	43	52	62	76	95	128
15	25	30	35	40	45	55	65	80	100	135
16	26	31	37	42	47	58	68	84	105	142
17	27	32	39	44	49	61	71	88	110	149
18	28	33	41	46	51	64	74	92	115	156
19	29	34	43	48	53	67	77	96	120	163
20	30	35	45	50	55	70	80	100	125	170
21	31	36	47	52	57	73	83	104	130	177
22	32	37	49	54	59	76	86	108	135	184
23	33	38	51	56	61	79	89	112	140	191
24	34	39	53	58	63	82	92	116	145	198
25	35	40	55	60	65	85	95	120	150	205
26	36	41	57	62	67	88	98	124	155	212
27	37	42	59	64	69	91	101	128	160	219
28	38	43	61	66	71	94	104	132	165	226
29	39	44	63	68	73	97	107	136	170	233
30	40	45	65	70	75	100	110	140	175	240
31	41	46	67	72	77	103	113	144	180	247
32	42	47	69	74	79	106	116	148	185	254
33	43	48	71	76	81	109	119	152	190	261
34	44	49	73	78	83	112	122	156	195	268
35	45	50	75	80	85	115	125	160	200	275
36	46	51	77	82	87	118	128	164	205	282
37	47	52	79	84	89	121	131	168	210	289
38	48	53	81	86	91	124	134	172	215	296
39	49	54	83	88	93	127	137	176	220	303
40	50	55	85	90	95	130	140	180	225	310
41	51	56	87	92	97	133	143	184	230	317
42	52	57	89	94	99	136	146	188	235	324
43	53	58	91	96	101	139	149	192	240	331
44	54	59	93	98	103	142	152	196	245	338
45	55	60	95	100	105	145	155	200	250	345
46	56	61	97	102	107	148	158	204	255	352
47	57	62	99	104	109	151	161	208	260	359
48	58	63	101	106	111	154	164	212	265	366
49	59	64	103	108	113	157	167	216	270	373
50	60	65	105	110	115	160	170	220	275	380



CABLE LINES OF THE WORLD.

SUBMARINE CABLES.

SUMMARY OF CABLES OWNED BY GOVERNMENT ADMINISTRATIONS.

Country.	Number of Cables with one or more cores.	Length in Nautical Miles.	
		Of Cables.	Of Conductors.
Argentine Republic.....	22	84.000	240.000
Austria.....	83	681.300	685.000
Bahamas.....	1	211.000	211.000
Belgium.....	4 ¹	100.900	462.216
Brazil.....	30	44.441	80.798
British Guiana.....	8	23.000	50.000
British India, Indo-European Telegraph Department Government Administration.....	157	1,988.652	1,988.652
Bulgaria (Widdin Cable).....	1	0.538	0.538
Canada.....	51	258.000	258.000
Ceylon and India (Joint).....	2	66.000	66.000
China.....	3 ⁴	955.400	955.400
Denmark (Telegraphs and Telephones).....	142 ¹	540.779 ²	1,750.842
France and Algeria.....	49 ¹	2,596.070	2,680.244
France (Principal International and French Colonial Cables).....	16	8,479.839	8,479.839
(French) Dahomey and Dependencies.....	.....	1.078	1.078
Germany.....	97 ¹	2,946.631	6,201.078
Great Britain and Ireland.....	220 ^{1/2}	2,720.160	8,498.809
Greece.....	13	59.702	58.818
Holland.....	32	241.543	780.449
Inter-Colonial System.....	6	9,279.000	9,279.000
Italy.....	59	1,431.708	1,585.981
Japan.....	120	3,773.765	4,495.948
Mexico.....	6	357.698	434.681
Netherlands (Indies).....	17	2,741.900	2,741.900
New South Wales.....	239	73.996	505.272
New Zealand.....	35	367.502	373.219
Norway.....	896 ¹	1,376.579	2,293.316
Portugal.....	4	115.050	115.050
Queensland.....	22	53.510	56.930
Roumania.....	.....	177.000	189.000
Russia in Europe, and the Caucasus.....	21	892.300	1,039.260
Russia in Asia.....	1	18.151	56.800
South Australia.....	3	54.000	54.000
Spain.....	25	3,129.813	3,129.813
Sweden.....	26	196.496	346.361
Switzerland.....	2	10.685	15.057
Tasmania.....	4	4.500	11.500
Tunis.....	.....	4.312	4.312
Turkey in Europe and Asia.....	24	460.844	479.637
Union of South Africa.....	2	6.614	14.501
Uruguay.....	5	8.954	8.954
Victoria.....	3	380.995	380.995
Western Australia.....	3	13.550	23.350
	2,457 1/2	46,927.955	61,083.598

¹Including half of cables owned jointly with other Administrations. ²Exclusive of Iceland, with 13 cables of 17 nautical miles and 28 miles of conductors. ³Including 20 miles of subfluvial cable. ⁴Exclusive of several small river cables.

In 1866 the Western Union Telegraph Co. had only 37,380 miles of line, and 75,686 miles of wire. The same year they had only 2,250 offices. The next year the number of offices had increased to 2,565, and 5,879,282 messages were transmitted. For the year ending June 30, 1912, there were 235,807

miles of line, 1,532,161.40 miles of wire and 25,392 offices. There were 84,901,657 messages sent, not including those over leased wires or under railroad contracts. The receipts amounted to \$42,987,807.15 and the expenses were \$36,063,836.10. The profits were \$6,923,971.05.

SUMMARY OF CABLES OWNED BY PRIVATE COMPANIES.

	Number of Cables with one or more cores.	Length of Cables in Nautical Miles.
African Direct Telegraph Company.....	9	3,026
Amazon Telegraph Company.....	19	1,304
Anglo-American Telegraph Company.....	18	9,548
Canadian Pacific Railroad Company.....	10	102 ½
Central and South American Telegraph Company.....	21	11,793
Commercial Cable Company.....	15	17,274
Commercial Pacific.....	6	10,010
Commercial Cable Company of Cuba.....	1	1,285
Compagnie Française des Câbles Télégraphiques.	24	11,430
Cuba Submarine Telegraph Company.....	12	1,540
Deutsch Atlantische Telegraphen-Gesellschaft.....	5	9,661
Deutsch-Niederlandische Telegraphen-Gesellschaft.....	3	3,416
Deutsch Sudamerikanische Telegraphen-Gesellschaft.....	3	5,811
Direct Spanish Telegraph Company.....	3	710
Direct United States Cable Company.....	3	3,171
Direct West India Cable Company.....	2	1,276
Eastern Telegraph Company.....	137	43,012
Eastern Extension, Australasia and China Telegraph Company...	31	24,783
Eastern and South African Telegraph Company.....	18	10,517
Europe and Azores Telegraph Company.....	2	1,057
Great Northern Telegraph Company.....	29	8,039
Halifax and Bermudas Cable Company.....	1	851
Indo-European Telegraph Company.....	3	21
Mexican Telegraph Company.....	3	2,188
Osteuropäische Telegraphen-Gesellschaft.....	1	185
River Plate Telegraph Company.....	4	220
South American Cable Company.....	5	3,916
United States and Hayti Telegraph and Cable Company.....	1	1,415
West African Telegraph Company.....	8	1,471
West Coast of America Telegraph Company.....	7	1,973
West India and Panama Telegraph Company.....	22	4,355
Western Telegraph Company ¹	45	23,837
Western Union Telegraph Company.....	9	10,796
Total.....	480	230,053 ½

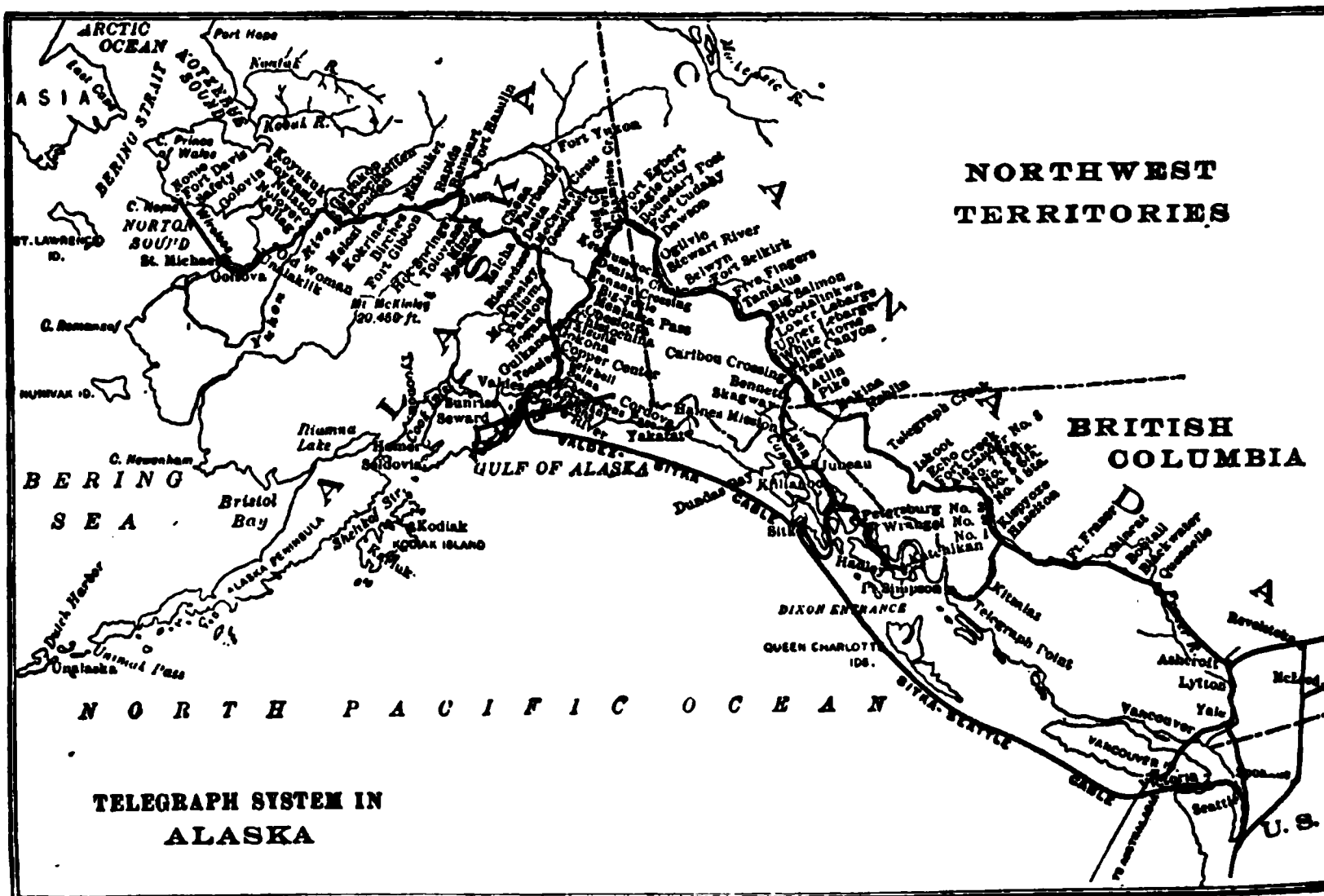
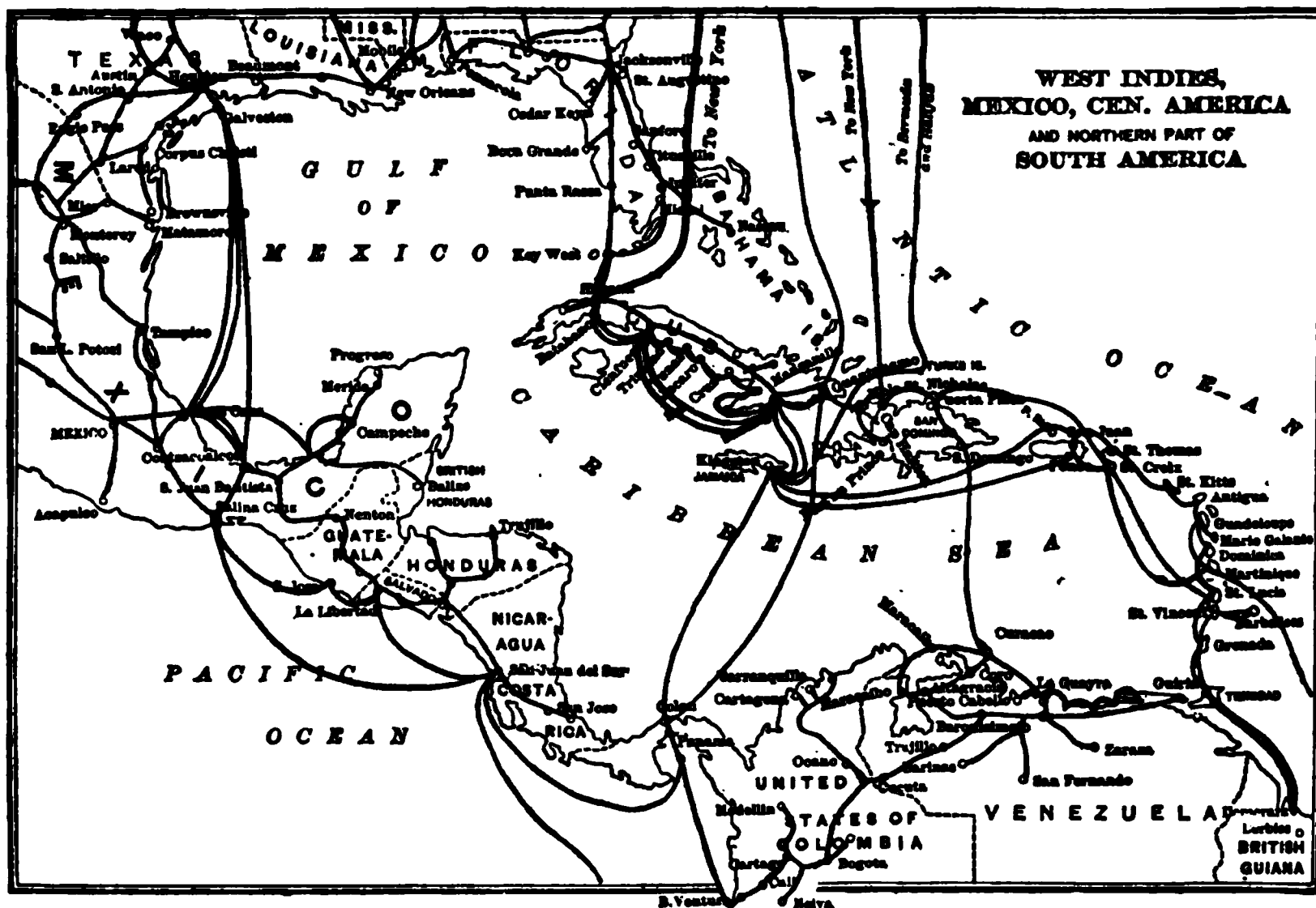
A new Western Union cable, 4,200 miles long, was laid in 1911, and is not included in above.

GENERAL SUMMARY.

	Number of Cables with one or more cores.	Length of Cables in Nautical Miles.
Government Administrations.....	2,457 ½	61,083 ½
Private Companies.....	480	230,053 ½
Total.....	2,937 ½	291,137

Partly extracted from the Official Documents issued by the International Bureau of Telegraphic Administrations, Berne.—Electrical Trades Directory.

This table and that showing "Land Lines of the World" are the best obtainable, but are not believed to be free from error.



RULES FOR CABLE MESSAGES.

1. Every message must be prepaid, unless otherwise specially authorized, and all words in the address, text and signature are counted and charged for. No charge is made for the transmission of the name of the originating office.

ADDRESSES.

2. In the address of any message, the name of the office of destination, the name of the country and the name of the territorial subdivision are each counted as one word, no matter how many letters are employed.

3. The address of every message must consist of at least two words, the first indicating the name of the receiver and the second the name of the office of destination.

4. The sender is responsible for an incorrect or insufficient address. Corrections and alterations can only be made by a paid service message.

5. No message can be accepted (except at "Sender's Risk") when addressed to the care of a registered address unless the words "care" or "care of," or their equivalent, be placed between the addressee's name, or destination, and the registered address; thus a message for "Meyer, Berlin," to be delivered to the registered address "Dervish, Berlin," should be addressed "Meyer, care (or 'care of') Dervish, Berlin."

6. If an indication of any particular route be given by the sender and considered necessary by the company, it will be forwarded free; such indication, when given, must be transmitted immediately after the address; that is, as a part of the address, and before the text of the message.

7. Messages destined for places beyond the lines of telegraph must contain instructions as to the name of the place from which they are to be posted. Such instructions must be inserted as a part of the address, and must be paid for.

PLAIN MESSAGES.

8. Plain messages (i. e., neither Code nor Cipher) may be written in any language that can be expressed in Roman letters. In such messages each word of fifteen letters or less is counted as a word, and words of over fifteen letters are counted at the rate of fifteen letters or fractions of fifteen letters to a word.

CODE MESSAGES.

9. Code messages may contain words belonging to one or more of the following languages: English, French, German, Italian, Dutch, Portuguese, Spanish and Latin. The use of words of other languages is not allowed. Code messages may also contain artificial words—that is, groups of letters so combined as to be pronounceable in at least one of the eight admitted languages. In code messages each code word (whether genuine or artificial) of ten letters or less is counted as a word, and no code word of more than ten letters can be accepted. If any words in plain language, and of more than ten letters each, are used in code messages, they are counted at the rate of ten letters or fraction of ten letters to a word.

CIPHER MESSAGES.

10. In cipher messages, which may be composed of groups of figures or of groups of letters, the groups are counted at the rate of five figures or letters, or fraction thereof, to a word.

COUNTING OF WORDS, ETC.

11. Every isolated figure, letter or character counts as one word.

12. Words joined by a hyphen or separated by an apostrophe are counted as so many separate words.

13. Signs of punctuation, hyphens and apostrophes are not counted or sent except upon formal demand of the sender, in which case they will be charged for as one word each.

14. When the letters "ch" come together in the spelling of a word, they are counted as one letter. In artificial words, however, the combination is counted as two letters.

15. Abbreviated and misspelled words and illegitimate compound words and words combined in a manner contrary to the usages of any of the languages authorized by Rule 9, also unpronounceable groups of letters (not trade-marks or marks of commerce), are inadmissible, but if they should accidentally appear in a message the unpronounceable groups will be counted at the rate of five letters, or fraction of five letters, as one word, and the others in accordance with the number of words they actually contain.

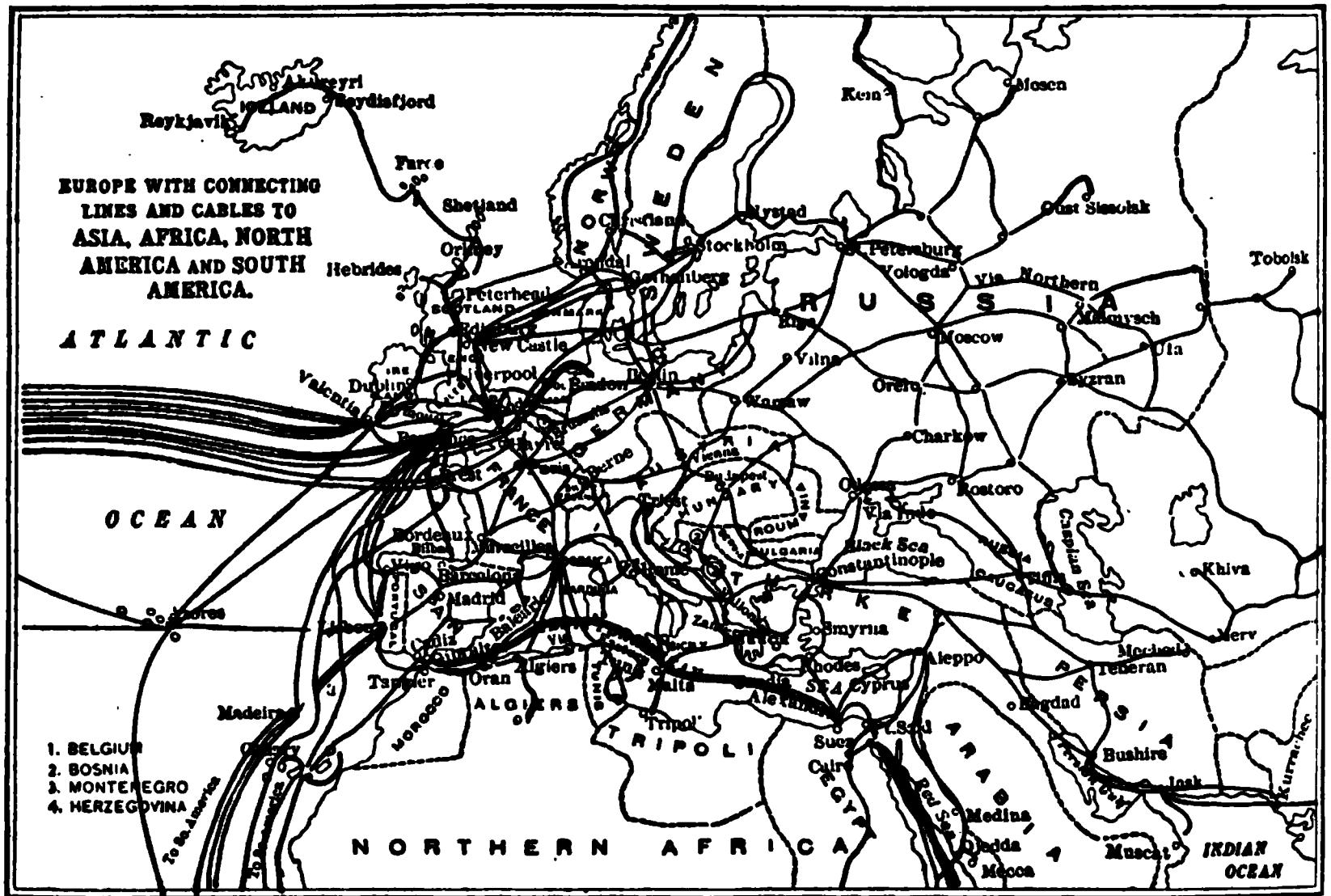
16. Inverted commas, the two signs of the parenthesis and each separate figure, letter or underline will be counted as one word. Groups of figures will be counted and charged for at the rate of five figures, or fraction thereof, as one word.

17. Decimal points and commas, used in the formation of numbers, also bars of division and letters added to figures to form ordinal numbers, are to be counted as a figure, and charged for at the rate of five figures, or fraction thereof, as one word.

18. The following examples will determine the interpretation of the rules to be followed in counting:

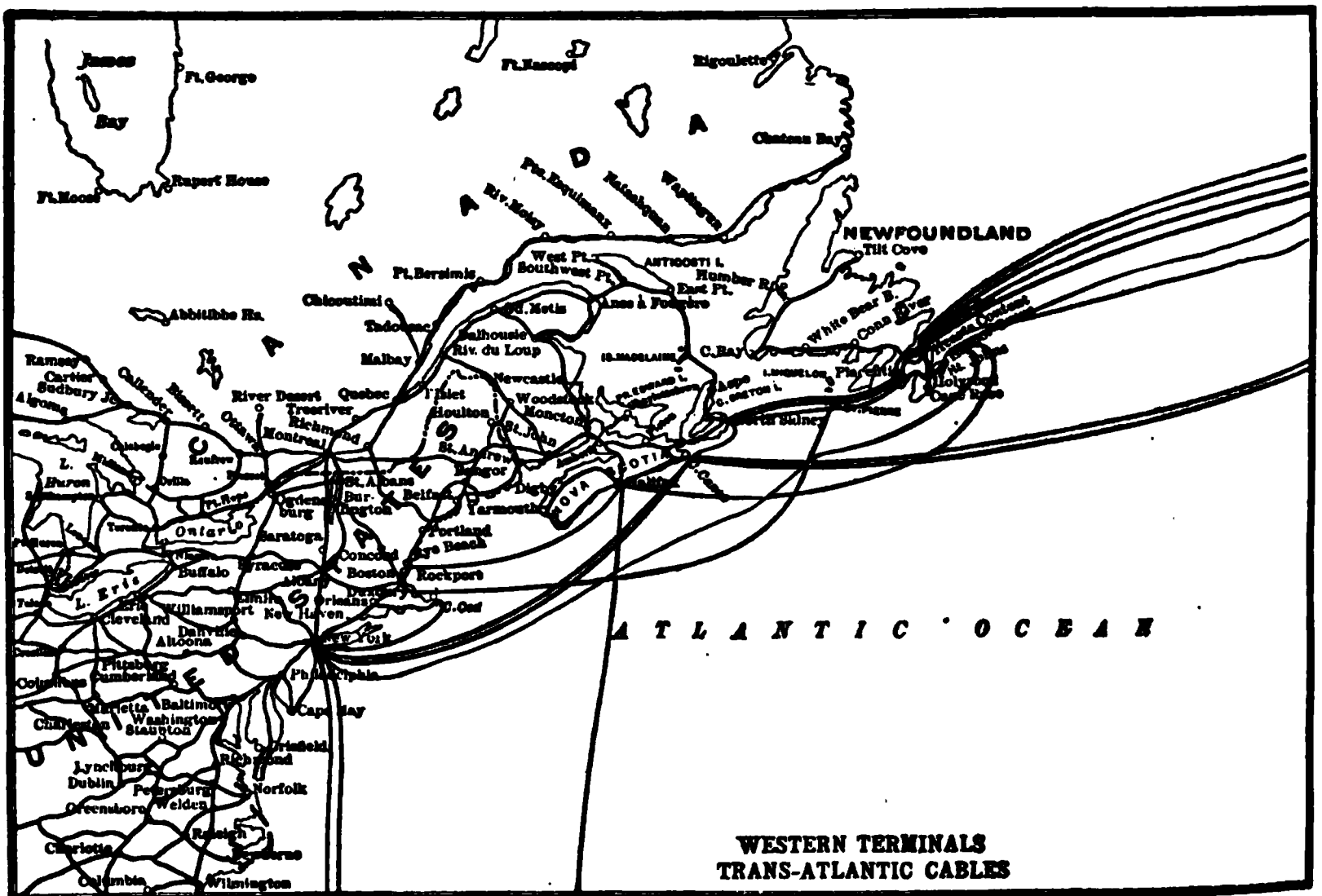
	In the Text Words.	In the Address Words.
Alright.....	2	
Unconstitutional (16 letters) ..	2	
A-t-il	3	
Aujourd'hui	1	
Aujourd'hui	2	
Newyork	1	
New York	2	1
Frankfort Main	2	1
Frankfurtmain	1	1
Starokonstantinow (Town in Russia)	2	1
Emmingen Wurtemberg	2	1
Van de Brande	3	
Vandebrande	1	
Dubois	1	
Du Bois	2	
Hyde Park	2	
Hydepark (contrary to usage of the language)	2	

(Continued on page 293.)



The general day and night press cable rate between London and New York is 7 cents a word, with the following reduction at certain hours: London to New York, 12 midnight to

6 A. M. (London time), 5 cents a word; New York to London, 12 midnight to 6 A. M. and 1 P. M. to 4 P. M. (New York time), 5 cents a word.



(Continued from page 291)

	In the Text Words.
Saintjames Street	2
Saint James Street	3
44½ (4 figures and sign).....	1
444.55 (5 figures and sign).....	2
\$100	2
Onehundred dollars	2
10 fr. 50	3
11h 30	3
44	1
44/2	1
2%	1
Two hundred and thirty four..	5
Twohundredandthirtyfour (23 letters)	2
State of Maryland (name of ship)	3
Stateofmaryland (name of ship)	1
Emvchf (6 letters)	2
Ch 23 (trade mark)	1
ap	1
— "	1
m	1
3	1
— "	1
m	1
C. H. F. 45.....	2
The business is <u>urgent</u> , start <u>at once</u> (7 words and 2 underlines)...	9
Send reply (if any) by mail (6 words and parentheses).....	7
Explaln "reversal" (2 words and inverted commas)	3

REPETITIONS.

19. At the time of filing a message its sender may, upon payment of a quarter rate in addition to the ordinary tolls, order it repeated, in which case the various relay offices *en route* repeat it to each other as it passes. The words "REPETITION PAID," or the indication "T. C.," must be inserted immediately after the address; that is, as a part of the address and before the text, and is charged for.

The indication "T. C." counts as one word.

20. If repetition of a doubtful word or words be requested by the addressee of a message, the same may be procured by free service message to the office at which the message reached the lines, or to the CABLE DEPARTMENT, New York.

21. Every message exchanged between two telegraph offices to rectify a mistake of the sender is charged for at full rates.

ACKNOWLEDGMENT OF RECEIPT.

22. The sender may request that notice of the date and time at which his message is delivered to the addressee, or, when posted to destination, the date and time handed to the Post Office, be transmitted to him by telegraph or Postal Card. The words "ACKNOWLEDGMENT PAID," or the indication "P. C.," if notice is to be given by telegraph, or "P. C. P.," if notice is to be given by Postal Card, besides being transmitted in the check free, must be inserted immediately after the address, and is charged for. The indications "P. C." and "P. C. P." count each as one word.

The charge for a telegraphic "acknowledgment of receipt" is equal to that for a message of five words to same destination by same route.

PREPAID REPLIES.

23. The sender of a message may pay for a reply thereto, but he must decide as to the length of the reply paid for. The indications "R. P." (meaning Reply Paid), together with the number of words prepaid, must be inserted immediately before the address, that is, as a part of the address, and is charged for. The indication "R. P. 5," "R. P. 10," "R. P. 14," etc., counts as one word.

When accepting a message for which a reply *has been prepaid*, the originating office will collect, in addition to the charges therefor, the full charges for the reply as indicated.

The sender of such a message should understand that the toll paid for the reply is not a deposit, but is practically a remittance to his correspondent, to whom the foreign telegraph administrations deliver with the message a voucher specifying the amount and number of words paid for, which voucher entitles him to send free of charge, within the limits of the amount prepaid, a telegram to any destination whatever, and from any office of the administration whose office issued the voucher.

TABLE OF CABLE WORD RATES.

Following is a brief list of rates to some of the principal countries. The rate, of course, varies according to the location of the city or town in the United States. Thus, the rate from New York City to the Argentine Republic is 65 cents a word, while the rate from Mexico would be 74 cents a word. It is not feasible to give the rates from all of the states, as this can be readily obtained from the rate books of telegraph companies. The following rates give the cost per word from New York City:

Argentine Republic.....	\$0.65
Australia and New Zealand.....	.66
Austria.....	.32
Barbados.....	.91
Belgium.....	.25
British Guiana.....	1.08
Chili.....	.65
China,	
Macao.....	1.27
Other places.....	1.22
Cuba, Havana.....	.15
Cuba, other cities.....	.20
Denmark.....	.35
England.....	.25
France.....	.25
Germany.....	.25
Greece.....	.36
Holland.....	.25
Honolulu.....	.47
Hungary.....	.32
India.....	.74
Ireland.....	.25
Italy.....	.31
Jamaica.....	.48
Japan.....	1.33
Norway.....	.35
Panama Republic.....	.40
Peru.....	.65
Philippines (Manila).....	1.12
Porto Rico.....	.50
Portugal.....	.39

Russia in Europe.....	\$0.43
Scotland.....	.25
Spain, Prov. of Barcelona, Gerona, Lerida and Tarragona.....	.38
Spain, other offices.....	.40
Sweden.....	.38
Switzerland.....	.30
Turkey in Europe.....	.36
Uruguay.....	.65
Wales.....	.25

The rate from New York City to Great Britain, Ireland, France, Germany, Belgium and Holland is 25 cents a word. The rate in very few cases is increased more than 31 cents a word from inland places, except such states, etc., as Arizona, British Columbia, California, Idaho, Nevada, Oregon, Utah and Washington, where the rate is 37 cents per word. Arkansas, Colorado, most places in Florida, Iowa, Kansas, Louisiana, Manitoba, Minnesota, Missouri (other than St. Louis and a few other places), Montana, Nebraska, New Mexico, North Dakota, Oklahoma, South Dakota, Texas and Wyoming have a rate of 34 cents a word. The rate from all the other states is 31 cents or less.

There are many places, particularly in Eastern, Northern and Southern Africa, which are very difficult to reach by cable and the rate is very high, amounting in some cases to as much as \$4.86 per word. Any telegraph cable office will be glad to give specific information relative to such rates. The cable rates to the West Indies in some cases are very high, as for instance, Santo Domingo and Curacao to which the rates are \$1.32 and \$1.38 per word respectively from New York. The rates to South America are apt to be very high, particularly to Peru. The rate to Bermuda from New York City is 42 cents per word; to Turk's Island, 56 cents per word.

CABLE LETTERS.

Cable Letters, accepted at any hour, are taken at the low rate of 75 cents for 12 words and 5 cents for each additional word plus small additional charges beyond the cable stations and points of original destination. They must be written in plain language of the country of origin or destination. They are deliverable at the convenience of the company within 24 hours of the time of filing. Because of the additional charges beyond these places all Cable Letters not destined to London or Liverpool will be mailed beyond London unless otherwise arranged by sender.

If destined to points in Great Britain other than London or Liverpool the added charge for telegraphic delivery will be 12 cents for 12 words or less, cable count, and 1 cent for each additional word. If sent by telegraph to France the added charge will be 7½ cents per word, cable count; to Germany 9 cents per word, cable count; to Holland and Belgium 5 cents per word, cable count, and so on.

Plain English, or Anglicized foreign words in common use such as Chauffeur, Au revoir, etc., as used in a plain English message, may be accepted. No code words except those in registered addresses will be allowed.

Figures may be used in their natural sense in Cable Letters, and are counted as in regular cable messages.

The indication "R. P." including the number of words prepaid is counted and charged for as one word.

The term "deferred rate" should not be used in connection with Cable Letters.

DEFERRED CABLE SERVICE

Commencing January 1, 1912, a deferred cable service was inaugurated subject to all the rules and regulations of the regular cable service with the following exceptions:

1. Messages must be in plain language, either French or the language of country of origin or destination authorized for international correspondence. The use of two or more languages in the same message is not permitted.

2. All numbers except those used in address must be written in words at full length.

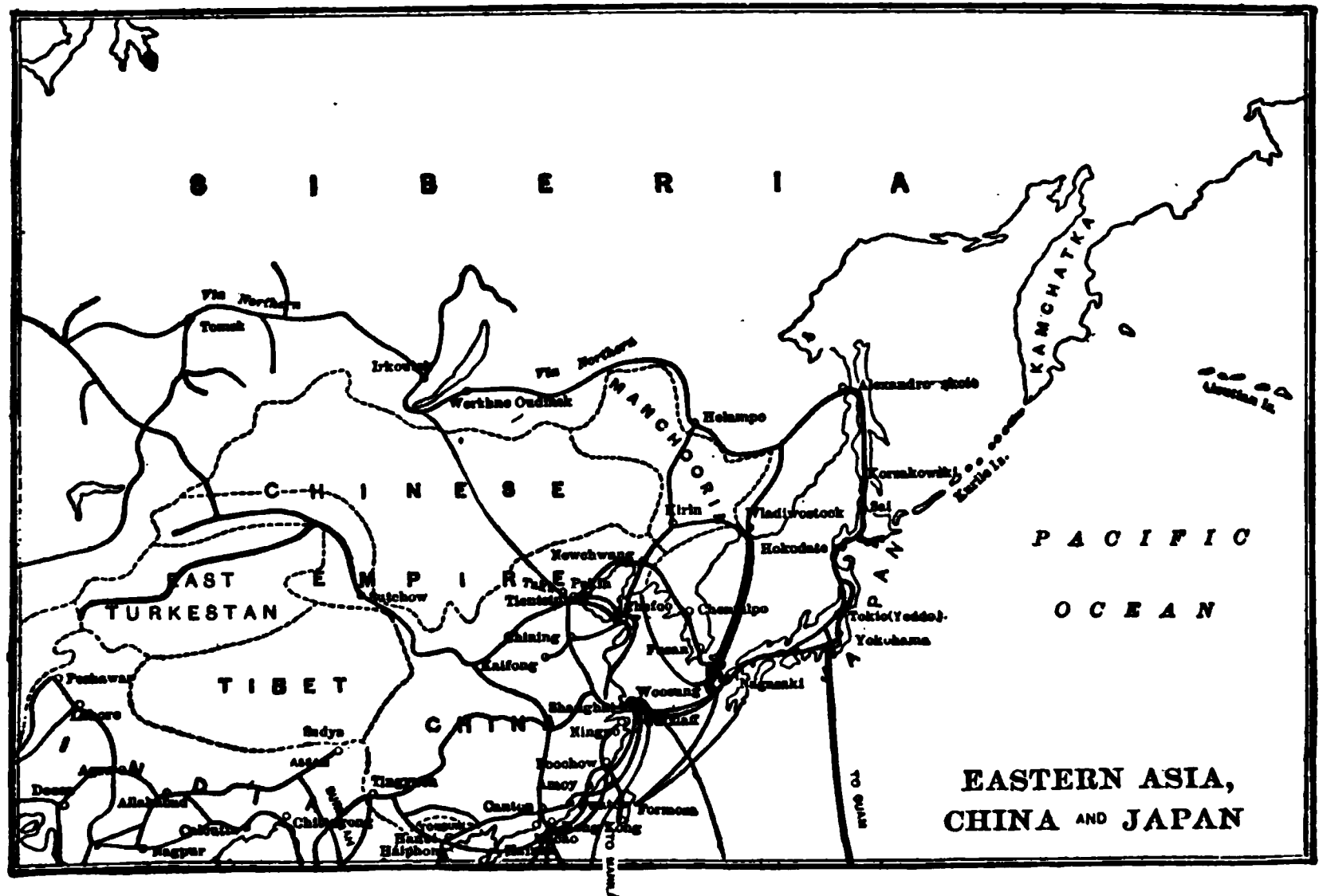
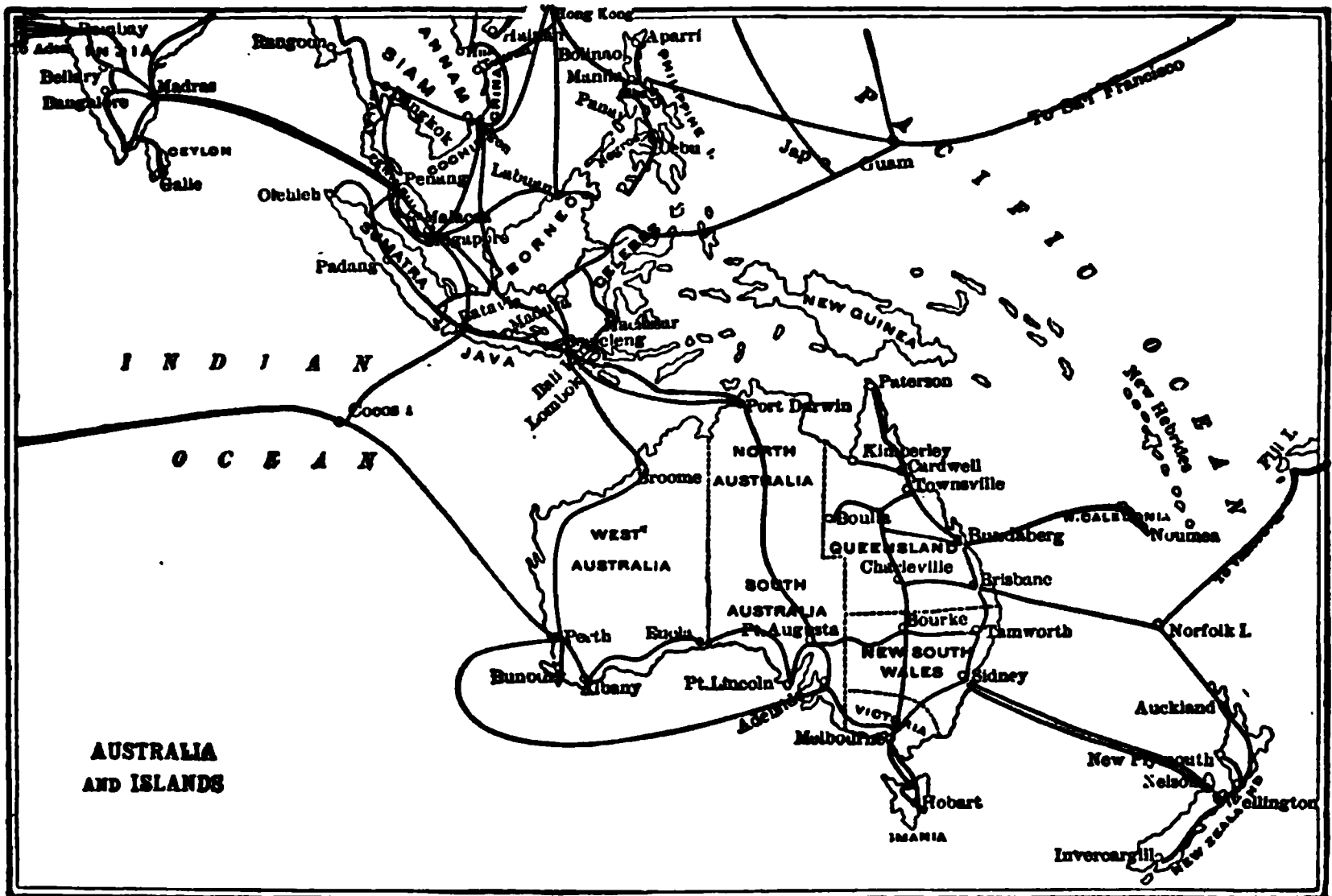
3. The messages must contain at least one text word.

4. Senders must in every case write before the address and pay for as one word the letters LCF, LCO or LCD, as in the nature of a declaration that the communication is in the French language or the language of country of origin or destination as case may be.

5. Messages are liable to be deferred in favor of those paid for at full rates, for a period not exceeding 24 hours. If delayed beyond that time they take their turn with full paid traffic.

6. Rate charged for deferred cables is one-half the rate charged for full paid cables between the same terminals except between points in Great Britain and Ireland on the one hand and in the United States and Canada on the other, when the deferred rate is 3½ cents less than half the regular rate from Hoboken and Jersey City, N. J., New York City and Yonkers, N. Y., Eastern Canada and New England States 3 cents less than half rate from other places.

Aden, Arabia.	Tientsin.
Algeria.	Tsingtau.
Angola.	Weihaiwei.
Argentine Republic.	Cochin China.
Ascension Island.	Cocos Island.
Australia.	Cyprus.
Austria.	Dahomey.
Azores.	Denmark.
Balearic Islands.	Egypt.
Bathurst, British W.	Fanning Islands.
Africa.	Fiji Islands.
Belgium.	France.
Belgian Congo.	French Guinea.
Borneo (British).	French Indo China.
Brazil.	French West Africa.
British East Africa	French Soudan.
and Uganda.	Mauretania.
Burmah.	Senegal.
Canary Islands.	Germany.
Cape Colony.	German East Africa
Cape Verde Island.	(except Bismarck-
Ceylon.	burg and Udjidji.)
Chile.	Gibraltar.
China:	Gold Coast, Africa.
Amoy.	Great Britain and Ire-
Chefoo.	land.
Foochow.	Greece.
Hankow.	Guinea Portuguese
Hong Kong.	Holland.
Macao.	Hungary.
Pekin.	Iceland.
Shanghai.	India (British).



Indo China.	Rhodesia Northern
Italy.	(except Abercom,
Ivory Coast.	Fife, Rhodesia and
Labuan Island.	Fort Jameson).
Luxemburg.	Rhodesia.
Madagascar.	(Southern).
Madeira Is.	Rodrigues Island.
Malta.	St. Helena Island.
Mauritius Island.	St. Thomas Island.
Morocco (except Casa-	Senegal.
blanca, Mogador	Servia.
and Rabat).	Seychelles.
New Zealand.	Sierra Leone.
Nigeria.	Somaliland (British).
Norfolk Island.	South African Union.
Norway.	Spain.
Obok.	Straits Settlements
Orange River Colony.	(Velantan excepted)
Paraguay.	and Malay States.
Perim Island.	Sudan.
Peru.	Sweden.
Portugal.	Switzerland.
Portuguese East	Tasmania.
Africa	Transvaal.
Portuguese West	Tunis.
Africa	Uruguay.
Principe Island.	Zanzibar.
Reunion Island.	

WEEK END LETTERS

Week End Letters filed before midnight Saturday are deliverable the following Monday morning. The rate is \$1.15 for 24 words and 5 cents for each additional word, plus small additional charges between the cable stations and points of destination. Week end letters must be written in plain language of the country of origin or destination.

All Week End Letters not destined to London or Liverpool will be mailed beyond London unless otherwise arranged by sender.

If destined to points in Great Britain other than London or Liverpool the added charge for telegraphic delivery will be as given under "Cable Letters," same rules also apply for words, etc.

A nine-word message has been despatched from a newspaper office in New York back to the starting point, the lapse of time being exactly sixteen and one-half minutes. The message traveled via Honolulu, Manila, Hong Kong, Singapore, Bombay, Suez, Gibraltar and the Azores.

The first telegraph line in the United States was opened for business in 1844; the telephone was introduced in 1876 by Prof. A. G. Bell.

THE FIRST ATLANTIC CABLE.

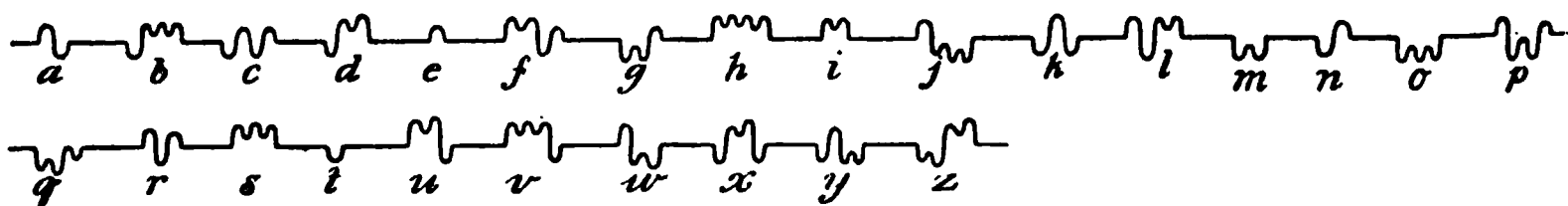
August 5th of 1908 was the fiftieth anniversary of the Atlantic Cable, that being the day of the month in 1858 on which—contrary to authoritative opinion—the engineer of one of the greatest achievements of the nineteenth century completed the laying of the submarine line between Ireland and Newfoundland, the length being over two thousand miles, and the depth nearly three miles for the greater part of the distance. The projectors were Mr. John Watkins Bright, Mr. (afterwards Sir Charles) Bright and Mr. Cyrus West Field. Mr. Bright was also the engineer-in-chief of the undertaking, and he received the honor of knighthood in recognition of his services to the country in connection therewith, at the unprecedented age of 26.

Electrical theories were, however, mistaken at that time, and the electricians applied far too much power for the transmission of signals, the result being that the insulation suffered by degrees, until after three months' useful work the cable gradually succumbed.

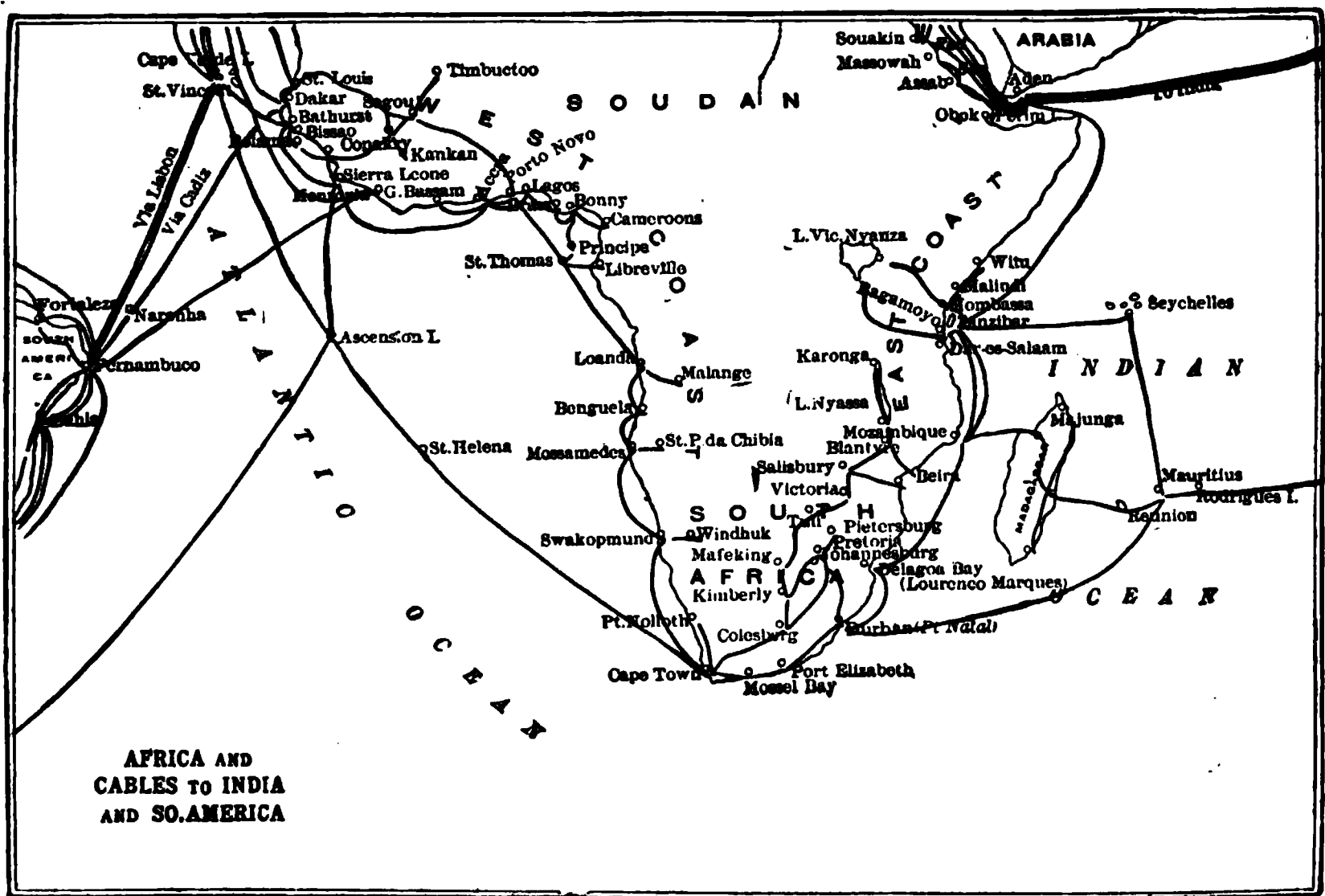
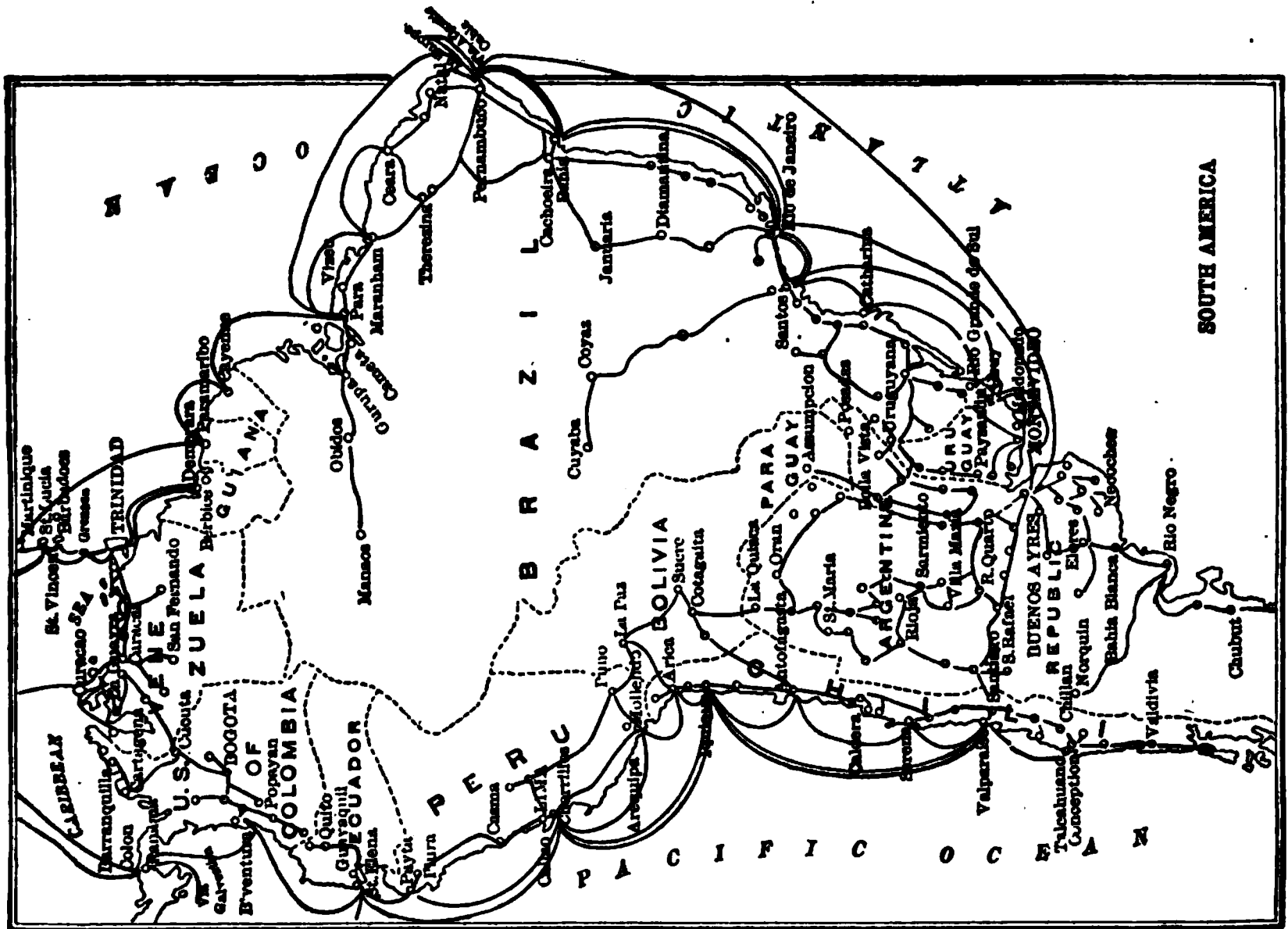
After a number of cables had been laid by Sir Charles Bright, Mr. H. C. Forde, Sir William Siemens and others to India, Gibraltar, Alexandria, &c., another Atlantic Cable expedition started in 1865. This was the first line that was laid by the manufacturers of the cable, these contractors being the Telegraph Construction and Maintenance Company, with Mr. (afterward Sir Samuel) Canning for their chief engineer, whilst Sir Charles Bright and Mr. Latimer Clark acted as consulting engineers to the proprietors. Notwithstanding the extra knowledge and experience gained in regard to the subject generally, this expedition met with as many mishaps as the first expedition of 1857; but in 1866—as in 1858—the same arrangements ultimately achieved success, since which the construction, laying, and working of submarine telegraphs has passed from the pioneer stage to that of ordinary routine.

The engineering methods were similar to those adopted eight years previously; but the line proved a lasting success, owing to the advances made in electrical science and in the practical working of cables. On the electrical side, in addition of the late Lord Kelvin, the names of Varley and Willoughby Smith must always be honorably associated with the subject, and the late Sir John Pender did more than any man for the commercial development of submarine telegraphy.

THE CABLE ALPHABET.



The cut above shows the Morse Code as recorded by a syphon recorder. Syphon recorders are used for receiving cable messages. It will be observed that the spaces are represented by horizontal lines, dots by loops above the space lines, and dashes by loops below the space lines.





'S
"HAVE"

O
"OUR"

'S
"SOULS"

WIRELESS ROOM OF U. S. REVENUE CUTTER "GRESHAM."

CHAPTER X.

WIRELESS TELEGRAPHY.

Wireless telegraphy is, in theory, closely allied to heliography, or signaling with flashes of light. The light used, however, is produced electrically and is invisible to the naked eye, owing to the fact that it is made up of very long waves, called Hertzian waves, which vibrate too slowly to affect the retina. The eye can only discern waves which make from 4,000 billions to 7,000 billions vibrations per minute. However, the Hertzian ray resembles light in that it can be reflected by a metallic plate and can be refracted by a prism of pitch, can be brought to a focus with a pitch lens, and may be polarized. Owing to the great length of the Hertzian waves, almost all substances are transparent to them. The Hertzian waves were discovered by Professor Heinrich Hertz, a young German philosopher, during his experiments with the spark discharge of Leyden jars and of the Ruhmkorff coil in 1886 and 1887.

He found that when a spark leaped the gap between the terminals, electric oscillations took place in these terminals which set up magnetic waves in the surrounding space, capable in turn of setting up similar oscillations in any adjacent conductor lying at an angle to them. The waves were detected by using a "resonator," which was merely a circle or a rectangle of copper wire formed with a gap in one side. When the induction coil was in operation and the resonator coil was held near the coil, a tiny stream of sparks would leap across the resonator gap. To better understand this phenomenon take as a crude example two vertical rods in a pool of water and on each a float free to slide vertically on the rod. Now, if one of these floats be moved up and down upon its rod, it produces waves in the water just as the electric oscillation produces waves in the ether. These spread out in all directions and on reaching the other float cause it to oscillate up and down, just as the magnetic waves produce electric oscillations in the resonator.

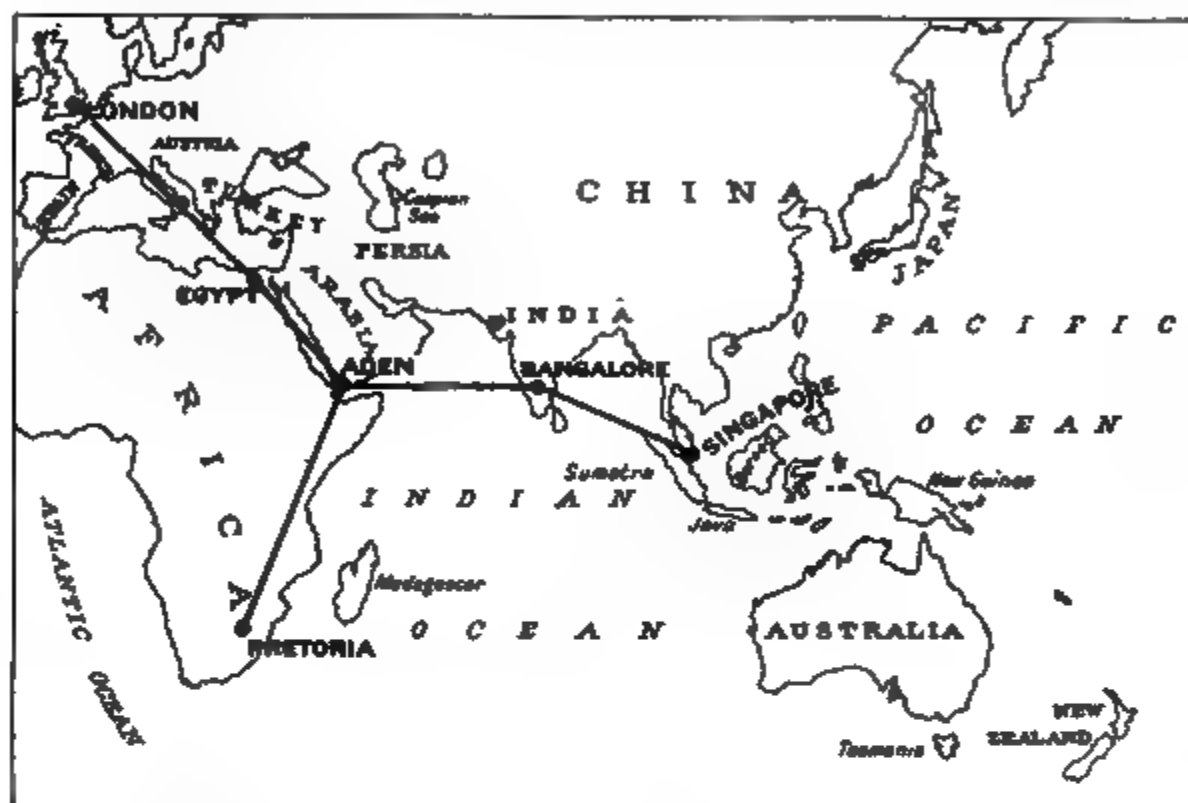
Without going into a detailed history of the development of wireless telegraphy from Hertz's experiments, it may be stated that the essential difference between the apparatus used by Hertz in his experiments and the several systems now commonly in use lies in the receiver. The transmitter is practically the same. A vertical wire called the antenna is connected to one terminal of the coil, and the other terminal is connected with the earth, the purpose being to increase the electrical capacity of the terminal rods and produce larger waves. Instead of producing the oscillations by means of an induction coil, they

are now ordinarily produced by a dynamo and a step-up transformer except for telegraphing over short distances. But even with these changes we would not be able to telegraph over any appreciable distance if dependent upon the Hertz resonator for receiving a message, for, owing to the fact that the waves spread out in all directions from the transmitting antenna, the receiving antenna is acted upon by a very small proportion of the power expended by the transmitter, and this proportion decreases very rapidly as the distance between the transmitter and the receiver increases. In order then to detect the rays at long distances, a very sensitive instrument called the "coherer" has been invented. The coherer in its usual form consists of a glass tube with two metal pistons fitted therein between which a quantity of nickel filings is placed. The latter forms an imperfect electrical contact between the pistons, and takes the place of the spark gap in the receiving antenna. When the oscillations are set up in the antenna by the Hertzian waves, due to their high pressure or voltage, they break through the imperfect contact of the coherer, causing the filings therein to cohere or string together and thus produce a much better electric path through the coherer. The action is microscopic and cannot be detected with the naked eye. However, the coherer, aside from being a part of the antenna circuit, is also made a part of a local battery circuit, which contains a telegraph receiver, and whenever the electric oscillations open a good path through the filings for the local circuit, the telegraph instrument will be energized by the local battery only. In order to break this path after the oscillations have ceased, or, in other words, to cause the filings to decohere, they are constantly jarred apart by means of the "tapper," which is in reality an electric bell with the gong removed and the clapper striking the coherer tube instead. Carbon granules may be substituted for metallic filings, and in this case no tapper is necessary, the coherer being self-restoring.

In transmitting messages a telegraph key in the primary circuit of the induction coil is operated according to the usual Morse code, and this causes sparks to leap the spark gap at corresponding intervals. These signals will then be transmitted by the Hertzian waves to the receiving station, where they will be recorded by the telegraph receiver. The coherer is not by any means the only wave detector in use. Every wireless telegraph company has one or more different types of detectors.

The Dover-Calais and Folkestone-Boulogne turbine steamers have been equipped with the Marconi wireless apparatus. The expense for telegrams from the ship to any part of England is 6 cents, with a minimum charge of

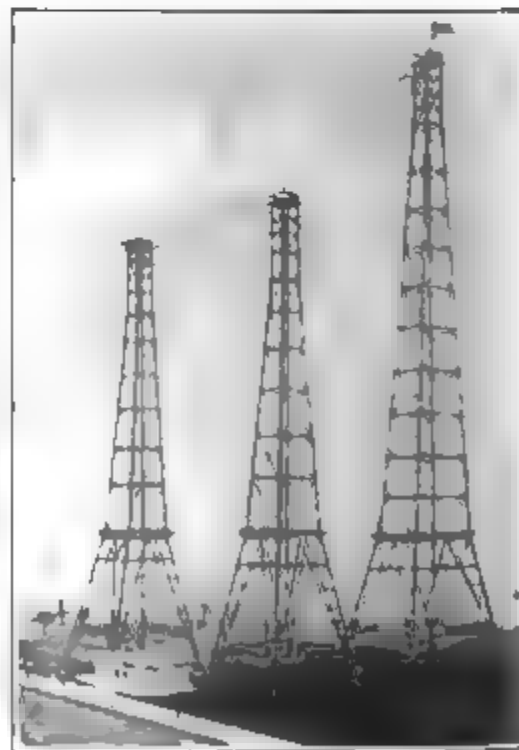
62 cents; to any part of France, Germany or Belgium, 9 cents a word; to Switzerland, Italy and Austria, 10 cents a word, and to Denmark, Sweden and Norway, 11 cents a word, with a minimum charge in each case of 75 cents.



MARCONI WIRELESS STATIONS FOR THE IMPERIAL TELEGRAPH SERVICE.



MARCONI HIGH POWER STATION AT
SOUTH WELFLEET, MASS.
(CAPE COD.)



NAVY STATION AT ARLINGTON, VA.
Observed time will be sent out regularly
from this station.

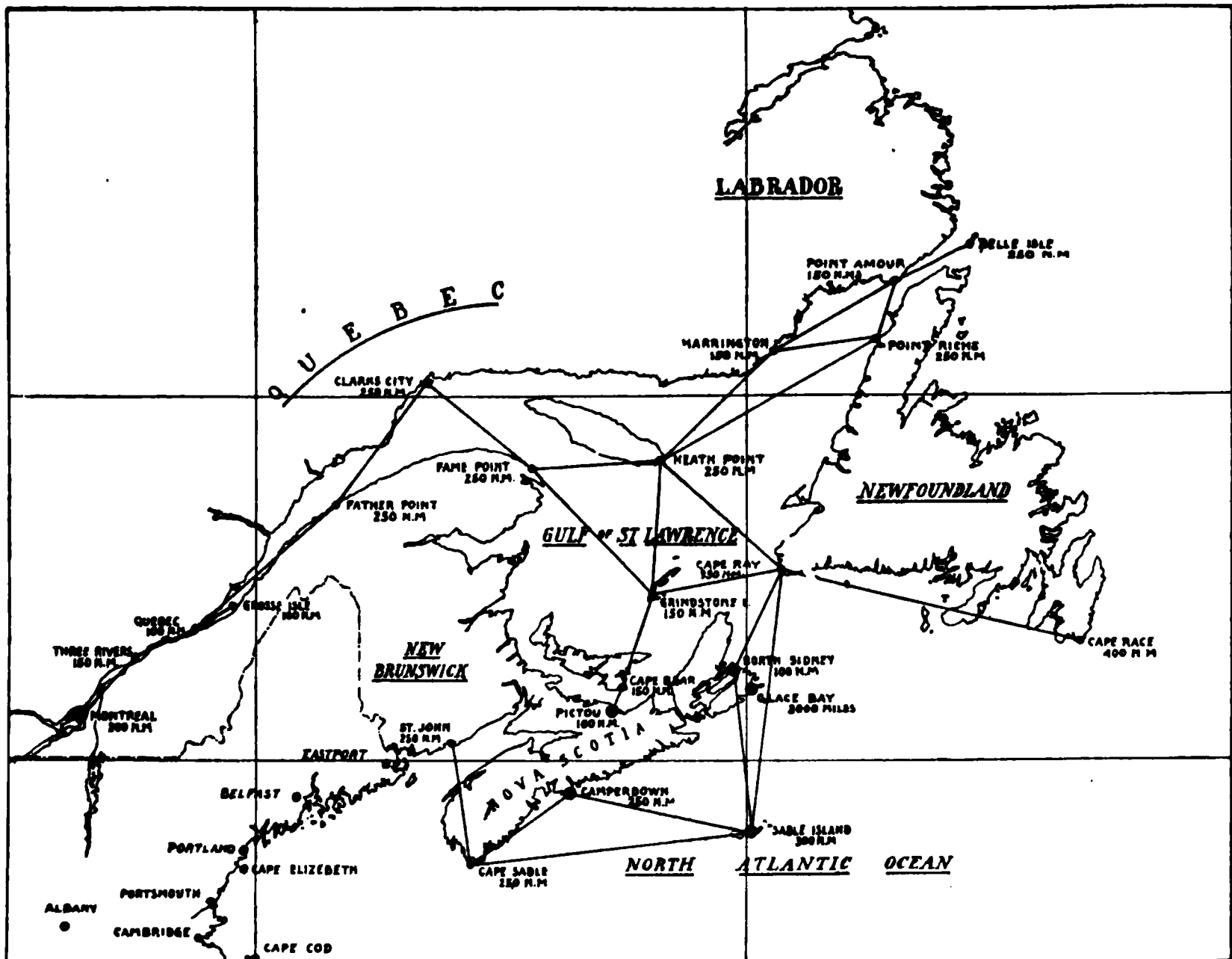
WIRELESS STATIONS.

A complete list of wireless telegraph stations of the world, including shore stations, merchant vessels, revenue cutters and vessels of the United States Navy, is published periodically by the Bureau of Steam Engineering of the Department of the Navy. The edition for January 1, 1912, consists of 165 pages. Copies of this publication can be obtained from the Superintendent of Documents, United States Printing Office, Washington, D. C., at a cost of 15 cents. The section devoted to wireless telegraphy in this book as regards the United States is taken from this work and is corrected to June 12, 1912, but many who would like to have the call letters, etc., of foreign wireless shore stations, also the call letters, etc., of vessels of the United States Navy, the United States Army, revenue cutters, and all steamships which are equipped with wireless, should purchase this inexpensive pamphlet. Space forbade the publication of this list in full.

Wireless communication was an established fact for more than ten years before the ships "Republic" and "Florida" collided on January 23, 1909. The wonderful salvage operation which was only rendered possible by the prompt action of the vessel summoned by wireless called instant attention to the importance of wireless as a safeguard from the dangers of the sea. The "Republic" might

have gone down to the bottom without news of the disaster and with none of the passengers and crew saved, except possibly a few of them who escaped by life boats, had it not been for this most practical invention. It was two days after "La Bourgoyne" sank before the story of the catastrophe became known. The next interesting use of the wireless was perhaps the detection and arrest of Dr. Crippen for the crime of murder. There is no more weird story in the annals of crime than how the unseen wireless brought Dr. Crippen to the noose. Stations that were practically unknown became suddenly vitalized, and to-day Cape Sable, Belle Isle, Fame Point and Father Point are household words.

On the 14th of April, at 11.46 P. M., ship's time, the "Titanic" struck an iceberg. Within fifteen or twenty minutes the Captain visited the wireless room and instructed the operator to get assistance. The two calls "C.Q.D." and "S.O.S." began to flash from the aerials, and the message of despair from the sinking vessel was heard by the "Mount Temple," the "Frankfurt" and the "Carpathia." The Captain of the "Carpathia" immediately turned around and succeeded in reaching the "Titanic" after she sank, and rescued a portion of her passengers and crew. Had it not been for the wireless the probabilities are that very few, if any, survivors would have remained to tell the awful tale.



**WIRELESS STATIONS IN THE UNITED STATES AND CANADA. A GREAT
CENTER OF WIRELESS ACTIVITY.**

WIRELESS TELEGRAPH SHORE STATIONS OF THE UNITED STATES AND CANADA.

Name and Location of Station.	Call Letters.	Range in Nautical Miles.	Power in Kilowatts.	Wave Length in Meters.	Character of Station.
UNITED STATES.					
ATLANTIC AND GULF COASTS.					
Eastport, Me.....	CALL LETTERS ARE SUBJECT TO CHANGE AND HENCE ARE OMITTED.	400-1,000	5	800-1,500	Commercial
Portland, Me.....			4	1,000	Gov. (Navy).
Fort Levitt, Me.....			1		Gov. (Army).
Portsmouth, N. H....			2	1,000	Gov. (Navy).
Amesbury, Mass.....			2		Experimental.
Cambridge, Mass.....			1		Do.
Fort Andrews, Mass....			1		Gov. (Army).
Brant Rock, Mass.....			7 1/2 and 100	Variable	Experimental.
Chatham, Mass.....			5	480	Commercial.
Chelsea, Mass.....					Experimental.
Boston, Mass.....			5	Variable.	Do.
Boston, Mass.....			5	1,000	Gov. (Navy).
Boston, Mass.....			5	Variable.	Experimental.
Cape Cod, Mass.....			5	1,000	Do.
Cape Cod, South Wellfleet ¹					Commercial.
Cape Cod, Mass.....			35	1,500	Do.
Stasconsett, Mass.....			2	350	Do.
Quincy, Mass.....		400-1,000	2	550	Do.
Quincy, Mass.....					Private.
Nantucket Shoals Lightship			2	400	Gov. (Navy).
Newport, R. I.....			5	1,000	Do.
Providence, R. I.....					Commercial.
Point Judith, R. I.....			2	325	Do.
Block Island, R. I.....			1/4	280	Private.
New London, Conn.....			5	480	Do.
Sea Gate, N. Y.....				350	Do.
Sagaponack, N. Y.....			2	350	Do.
Fire Island, N. Y.....			7	1,000	Gov. (Navy).
N. Y. (42 Broadway).....		180-500	2	350-1,000	Commercial.
N. Y. (111 Broadway).....				425	Do.
N. Y. (Wanamaker's).....					Private.
N. Y. (Herald, Battery).....			2	840	Do.
N. Y.....			2	3,000	Experimental.
Brooklyn, N. Y.....			15	1,000	Gov. (Navy).
Fort H. G. Wright, N. Y....			1		Gov. (Army).
Fort Totten, N. Y.....			1		Do.
Fort Wood, N. Y.....			3		Do.
Fort Hancock, N. J.....			1		Do.
Atlantic City, N. J.....		300-600	2	700	Do.
Cape May, N. J.....					Do.
Camden, N. J.....		150-500	2	550	Do.
Philadelphia, Pa. (Wanamaker's)					Private.
Philadelphia, Pa. (Bellevue-Stratford)		500	2	550	Commercial.
Philadelphia, Pa.....			3	1,000	Gov. (Navy)
Cape Henlopen, Del.....			2	1,000	Do.
Sparrows Point, Md.....		350	5	750	Commercial.
Annapolis Md.....			2	1,000	Gov. (Navy).
Washington, D. C.....			5	1,000	Do.
Washington, D. C.....			2		Experimental.
Washington, D. C. (Mills Building)			3		Gov. (Army).
Washington, D. C. (Bureau of Standards)			2		Do.
Arlington Va. ²			100		Gov. (Navy).
Fort Monroe Va.....			1		Gov. (Army).
Fort Monroe Va.....			2		Do.
Norfolk Va.....		150	2	580	Commercial.
Norfolk Va.....			5	1,000	Gov. (Navy).

¹ High Power Marconi Station.² Under construction three large wireless towers.

WIRELESS TELEGRAPH SHORE STATIONS OF THE UNITED STATES AND CANADA.—Continued.

Name and Location of Station.	Call Letters.	Range in Nautical Miles.	Power in Kilowatts.	Wave Length in Meters.	Character of Station.	
ATLANTIC AND GULF COASTS—Continued.						
Beaufort, N. C.....	CALL LETTERS ARE SUBJECT TO CHANGE AND HENCE ARE OMITTED.	.....	5	1,000	Gov. (Navy).
Diamond Shoals.....		.....	1	400	Do.
Cape Hatteras, N. C.....		450-1,000	5	600	Commercial.	
Charleston, S. C.....		.....	5	1,000	Gov. (Navy).
Frying Pan Shoals.....		.....	2	400	Do.
Savannah, Ga.....		150-600	2	450	Commercial.	
Jacksonville, Fla.....		150-300	2	600	Commercial.	
St. Augustine, Fla.....		.....	2	1,000	Gov. (Navy).
Jupiter, Fla.....		.....	5	1,000	Do.
Key West, Fla.....		.....	25 and 2	1,000-2,000	Gov. (Navy).
Tampa, Fla.....		500-1,500	5	600	Commercial.	
Pensacola, Fla.....		.....	5	1,000	Gov. (Navy).
Mobile, Ala.....		.....	2	400	Commercial.
Fort Morgan, Ala.....		100	2	350	Do.	
New Orleans, La.....		300-500	5	500	Do.	
New Orleans, La.....		700	5 and 25	1,750	Private.	
New Orleans, La.....		.....	5	1,000	Gov. (Navy).
Burrwood, La.....		75	1½	250	Private.	
Grand Island, La.....		450-1,000	2	1,000	Commercial.	
Port Arthur, Tex.....		200	2	450	Do.	
Port Arthur, Tex.....		.....	.....	.....	Do.
Galveston, Tex.....		200-400	2	450	Do.	
Fort Sam Houston, Tex. ¹...		.....	10	.....	Gov. (Army).
INTERIOR.						
Fort Leavenworth, Kans....		.....	3	.....	Do.
Fort Riley, Kans.....		.....	3	.....	Do.
Fort Omaha, Neb.....		.....	3	.....	Do.
GREAT LAKES.						
Buffalo, N. Y.....		75	2	Variable.	Commercial.	
Erie, Pa.....		.....	5	.....	Do.
Ashtabula, Ohio.....		.....	5	500	Do.
Cleveland, Ohio.....		150	2	Variable.	Do.	
Cleveland, Ohio.....		.....	10	1,000	Do.
Toledo, Ohio.....		.....	5	.....	Do.
Detroit, Mich.....		150	2	Variable.	Do.	
Detroit, Mich.....		.....	.....	Variable.	Experimental.
Detroit, Mich.....		.....	5	Variable.	Commercial.
Detroit, Mich.....		.....	5	750	Do.
Port Huron, Mich.....		.....	10	850	Do.
Bay City, Mich.....		.....	5	750	Do.
Saginaw, Mich.....	.....	5	500	Do.	
Mackinac Island, Mich.....	100	2	Variable.	Do.		
Ludington, Mich.....	150	2	Variable.	Do.		
Harbor Beach, Mich.....	.....	2	Variable.	Do.	
Isle Royal, Mich.....	.....	2	Variable.	Do.	
Grand Haven, Mich.....	100	2	Variable.	Do.		
Benton Harbor, Mich.....	100	2	Variable.	Do.		
Chicago, Ill. (Hotel).....	150-200	2	Variable.	Do.		
Chicago, Ill.....	.....	7½	900	Do.	
Milwaukee, Wis.....	200	5	Variable.	Do.		
Manitowoc, Wis.....	150	2	Variable.	Do.		
Waupaca, Wis.....	.....	2	.....	Do.	
Scandinavia, Wis.....	.....	1	.....	Do.	
Sault Ste. Marie, Mich.....	250	5	Variable.	Do.		
Marquette, Mich.....	.....	7½	900	Do.	
Frankfort, Mich.....	150	2	Variable.	Do.		
Manistique, Mich.....	150	2	Variable.	Do.		
Calumet, Mich.....	150	2	Variable.	Do.		
Duluth, Minn.....	.....	5	Variable.	Do.	
Grand Marais, Minn.....	150	2	Variable.	Do.		

¹Projected.

WIRELESS TELEGRAPH SHORE STATIONS OF THE UNITED STATES AND CANADA.—Continued.

Name and Location of Station.	Call Letters.	Range in Nautical Miles.	Power in Kilowatts.	Wave Length in Meters.	Character of Station.	
PACIFIC COAST.						
Friday Harbor, Wash.....	CALL LETTERS ARE SUBJECT TO CHANGE AND HENCE ARE OMITTED.		2		Commercial.	
Seattle, Wash.....			5	1,500	Do.	
Seattle, Wash.....			5	500	Do.	
Seattle, Wash.....			4		Private.	
Roche Harbor, Wash.....			4		Do.	
Bremerton, Wash.....			5	1,000	Gov. (Navy).	
Tacoma, Wash.....			2	400	Commercial.	
Tatoosh Island, Wash.....			5	1,000	Gov. (Navy).	
North Head, Ilwaco, Wash.....				10	1,000	Do.
Fort Worden, Wash.....				1		Gov. (Army).
Astoria, Oreg.....			200	2	425	Commercial.
Marshfield, Oreg.....				2		Do.
Fort Stevens, Oreg.....				1		Do.
Cape Blanco, Denmark, Ore.....				5	1,000	Gov. (Navy).
Eureka, Cal.....				5	425	Commercial.
Eureka, Cal.....				5	1,000	Gov. (Navy).
Farallon Islands, Cal.....				5	1,000	Do.
San Francisco, Cal.....				10	600	Commercial.
S. F., Cal. (Presidio).....				1		Gov. (Army).
Yerba Buena Island, S. F.....				2	600	Gov. (Navy).
Mare Island, Cal.....				5	1,000	Do.
San Luis Obispo, Cal.....				2	100	Commercial.
Point Arguello, Surf, Cal.....				3	1,000	Gov. (Navy).
San Pedro, Cal.....				5	425	Commercial.
Los Angeles, Cal.....				2	425	Do.
Los Angeles, Cal.....				2	500	Do.
Avalon, Cal.....				1	500	Do.
Avalon, Cal.....				2	425	Do.
San Diego, Cal.....				5	1,000	Gov. (Navy).
ALASKA.						
Pribilof Islands.....				3	1,000	Gov. (Navy).
Dutch Harbor.....				5	1,000	Do.
Unalga Island ¹				10	1,000	Do.
Kodiak.....				3	1,000	Do.
Cordova.....				10	1,000	Do.
Sitka.....				20	1,000	Do.
Circle City.....				3		Do.
Fort Egbert.....				5		Do.
Fairbanks.....				5		Do.
Fort Gibbon.....				10		Do.
Fort St. Michael.....			3		Do.	
Kotlik.....			1		Do.	
Nome.....			10		Do.	
Nulato.....			10		Do.	
Petersburg.....			1		Do.	
Wrangell.....			1		Do.	
Ketchikan.....			2		Commercial.	
Juneau.....			2		Do.	
Karluk.....			5		Do.	
Kogginung.....			2		Do.	
Chignik.....			2		Do.	
Nushagak.....			2		Do.	
Clarks Point.....			2		Do.	
Nak Nek.....			5		Do.	
CANADA.						
Indian Harbor, Labrador.....					Government.	
Domino Island, Labrador.....		150		220	Do.	
American Tickle, Labrador.....					Do.	
Venison Island, Labrador.....		150		220	Do.	
Battle Harbor, Labrador.....		150		220	Do.	

¹Projected.

WIRELESS TELEGRAPH SHORE STATIONS OF THE UNITED STATES AND CANADA.—Continued.

Name and Location of Station.	Call Letters.	Range in Nautical Miles.	Power in Kilowatts.	Wave Length in Meters.	Character of Station.
CANADA—Continued.					
Chateau Bay, Labrador	CALL LETTERS ARE SUBJECT TO CHANGE AND HENCE ARE OMITTED.	230	600	600	Government.
Belle Isle, Newfoundland		230	600	600	Do.
Point Rich, Newfoundland		270	600, 1,600	600	Do.
Cape Ray, Newfoundland		350	600, 1,600	600	Do.
Cape Race, Newfoundland		135	300	600	Do.
Harrington, Quebec		230	600	600	Do.
Heath Point, Anticosti Isd.		135	600	600	Do.
Grindstone, Magdalen Isd.		230	600	600	Do.
Fame Point, Quebec		230	600	600	Do.
Clarke City, Quebec		230	600	600	Do.
Father Point, Quebec		100	300	600	Do.
Grosse Isle, Quebec		100	300	600	Do.
Quebec, Quebec		135	600	600	Commercial.
Three Rivers, Quebec		190	600	600	Do.
Montreal, Quebec		135	300	600	Do.
North Sydney		100	300	600	Government.
Cape Breton, Glace Bay		230	600	600	Do.
Pictou, Nova Scotia		300	600	600	Commercial.
Camperdown, Nova Scotia		230	600	600	Government.
Sable Island, Nova Scotia		230	600	600	Do.
Cape Sable, Nova Scotia		230	600	600	Do.
St. John, Partridge Island		350	600	600	Do.
Port Arthur, Ontario		250	600	400	Commercial.
St. Thomas, Ontario		225	600	600	Government.
Prince Rupert, B. C.		250	600	600	Do.
Dead Tree Point, B. C.		350	600	600	Do.
Ikeda Head, B. C.		175	600	600	Do.
Triangle Island, B. C.		100	600	600	Do.
Cape Lazo, Vancouver, B. C.		100	600	600	Do.
Estevan, Vancouver, B. C.		100	600	600	Do.
Point Grey, Vancouver, B. C.		250	600	600	Do.
Pachena, Vancouver, B. C.		200	600	600	Do.
Victoria, B. C.					Do.



COMMERCIAL TELEGRAPH STATIONS CONSTRUCTED BY MARCONI'S WIRELESS TELEGRAPH CO. LTD., AND IN OPERATION.

On June 12, 1912, there were 1,577 merchant ships equipped with wireless telegraph installations. The total number of commercial coast stations was 286.

Under the Imperial Wireless System all of the stations will be fitted with apparatus for the automatic transmission and receipt of messages, guaranteeing a speed of not less than fifty words a minute. Arrangements are progressing and the work will be carried out as expeditiously as possible for the construction of stations placing Great Britain in direct communication with New York, instead of having the messages pass through Glace Bay; also for the construction of stations in San Francisco for communication through the Hawaiian Islands with the Philippines, China and Japan. Arrangements are also being made for stations to send messages from New York south to Cuba, Panama, and subsequently to each South American State.

The New York Times has made more use of the wireless station than perhaps any other paper in the world, and nearly all of their foreign news in the Sunday edition is transmitted by wireless. When the new stations in London and New York are completed wireless messages will be received in less than ten minutes from the time of their dispatch, independent between these two points. When the stations are completed the Marconi Company will be independent of land lines and will provide a service which will not be surpassed for speed and accuracy. The world's rights in the wireless compass of Messrs. Bellini and Tosi has also been acquired by the Marconi Company. This will undoubtedly prove of considerable value when worked in conjunction with existing wireless installations aboard ships, enabling the Captain to define the position of an approaching ship or of the land in a dense fog.

The United States Navy is now planning the construction of a chain of wireless stations embracing two oceans and a continent within the range of this chain, so that naval vessels, whether near the African coast or in Chinese waters, will be under direct control from Washington by aerial communication. Funds for this plan were not forthcoming at the last session of Congress. The first section is now in course of erection at Arlington, Va., and will be ready shortly after the publication of this book. Each of the stations is to have a semi-radius of 3,000 miles or more.

The Arlington station consists of three steel towers in the form of an isosceles-triangle. At the apex of the triangle the tower is 650 feet high, or 95 feet higher than the tip of the Washington monument. At the base are two towers, each 450 feet in height. The antennae are to be strung from the tallest tower to the other two. These immense towers are striking features of the landscape as viewed from any point of vantage in Washington. It is contemplated to move all of our naval vessels by the use of these towers. The range of the Arlington station will cover practically all of the North Atlantic ocean. Guantanamo, Cuba, falls easily within the range of this station, and regular communication with the station to be erected at Panama will be had with equal facility

TRANSATLANTIC MARCONIGRAMS.

Marconigrams for transmission to Great Britain and Ireland and to ships at sea are accepted at all offices of the Western Union Telegraph Co. and the Great North-Western Telegraph Co.

The established rules and regulations governing the method of counting and charging of Cable Messages are applicable to Marconigrams.

RATES.

FROM	TO	Great Britain and Ireland
Points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York City, Yonkers, N. Y., Hoboken, Jersey City Union Hill, N. J., Points in the Maritime Provinces, New Brunswick, Nova Scotia and in the Eastern Canadian Provinces, Quebec and Ontario.....		\$0.15
Delaware, Maryland, New Jersey, (except Hoboken, Jersey City and Union Hill,) New York (except New York City and Yonkers), Pennsylvania and the District of Columbia.....		.18
Alabama, Georgia, Illinois, Indiana, Kentucky, Michigan, Mississippi, North Carolina, Ohio, South Carolina, Tennessee, Virginia, West Virginia and Wisconsin, Pensacola, Fla., Burlington, Clinton, Cedar Rapids, Davenport, Dubuque, Ft. Madison, Keokuk and Muscatine, Ia., New Orleans, La., Duluth, Hastings, Lake City, Minneapolis, Redwing, St. Paul, Stillwater, Wabasha and Winona, Minn., Hannibal, La., St. Louis, Mo.		.21
Arkansas, Colorado, Florida (except Pensacola and Key West), Iowa (except Burlington, Clinton, Cedar Rapids, Davenport, Dubuque, Ft. Madison, Keokuk, and Muscatine), Kansas, Louisiana (except New Orleans), Manitoba, Minnesota (except Duluth, Hastings, Lake City, Minneapolis, Redwing, St. Paul, Stillwater, Wabasha and Winona), Missouri (except Hannibal, Louisiana and St. Louis), Montana, Nebraska, New Mexico, North Dakota, Oklahoma, South Dakota, Texas, Wyoming.....		.24
Arizona, California, Idaho, Nevada, Oregon, Utah and Washington, Key West, Fla., Vancouver, Victoria and New Westminster, B. C.....		.27

Deferred messages subject to a maximum delay of 24 hours and written in plain English language are also accepted at one-half these rates.

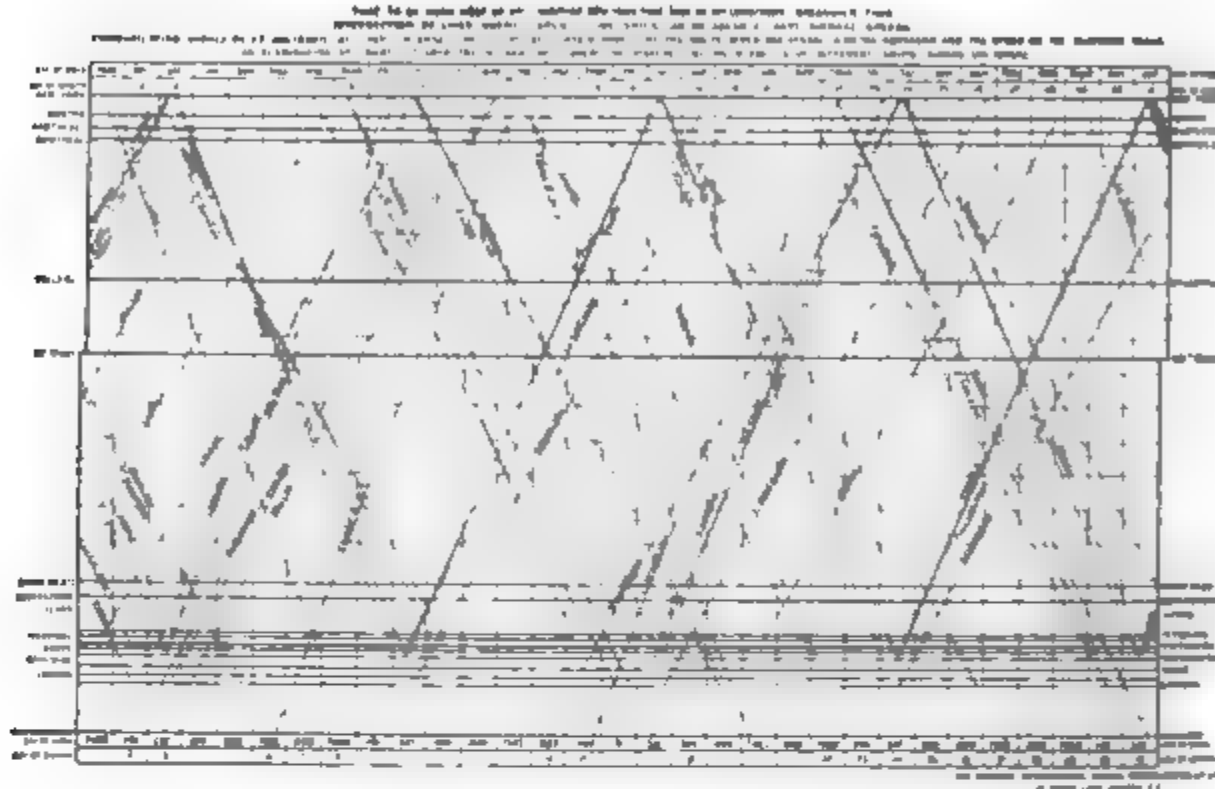
WIRELESS WORD RATES	TELEGRAMS VIA															
	STEAMSHIP VIA															
	Friday Harbor, W. coast Hingham	Yorbet, Three Rivers or Minutemen, Que.	Campanian, N. S. coast Lat. 1 or 2, John, N. Y.	Peterson, N. S.	Saline, Ind. N. S. coast Hudson, Cape Race, Nfld	Cape Bear, P. E. I.,* check Sackville, N. B.	Cape Ray, Nfld	Brooklyn, N. Y.†	New London, Conn.†	Buffalo, N. Y.	Ashtabula or Cleveland, Ohio	Detroit, Mich.	Grand Marais, Minn., check Duluth	Staten Harbor, or Long Island, N. Y.	Chicago, Ill.	Minneapolis, Minn.
For Trans Ocean Vessels	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24
For Coastwise Vessels	14	05	10	05	07	18	05	05	05	05	05	05	10	05	05	05
	T	U	V	W	X	Y	Z	A	B	C	D	E	F	G	H	I
Alabama	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Alaska	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Alberta	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Arizona	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Arkansas	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
British Columbia	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
California	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Colorado	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Connecticut	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Delaware	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
District of Columbia	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Florida	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Georgia	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Idaho	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Illinois	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Indiana	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Iowa	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Kansas	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Kentucky	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Labrador	17	1	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Louisiana	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Maine	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Manitoba	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Maryland	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Massachusetts	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Michigan	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Minnesota	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Mississippi	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Missouri	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Montana	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Nebraska	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Nevada	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
New Brunswick	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Newfoundland	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
New Hampshire	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
New Jersey	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
New Mexico	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
New York City	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
New York	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
North Carolina	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
North Dakota	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Nova Scotia	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Ohio	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Oklahoma	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Ontario, Sec. 1	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Sec. 2	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Sec. 3	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Oregon	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Idaho	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Jersey	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Long Island Sound	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Quebec	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Rhode Island	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Saskatchewan	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
South Carolina	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
South Dakota	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Texas	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Vermont	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Virginia	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Washington	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
West Virginia	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Wisconsin	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Wyoming	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05
Yukon	10	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05

* For steamers bound to Canadian Ports. † For steamers in Northumberland Straits.
 ‡ For Sound steamers of the Montauk Steamboat Co., and the Fall River, New Bedford, Providence and Colonial Lines only.
 § The wireless rate for coastwise vessels of the Booth, Lamport and Holt, Quebec, Royal Mail Steam Packet and United Fruit Co. Lines is 14 cents per word, from all shore stations in the United States.

WIRELESS WORD RATES	TO STEAMSHIPS VIA											
	Calumet, Mich.	Manistique, Mich.	Duluth, Minn.	S. S. Marie, Ont.	Port Arthur, Ont.	Kingston, Toronto, Sarnia, Pt. Colborne, Ont.	Cape Elizabeth, Me., check Portland, Me.	Portsmouth Navy Yard, N. H.	Newport, R. I.	Washington, D. C.	Tatoosh Island, Wn., check Port Crescent	San Diego, Calif.
For Trans. Ocean Vessels											21†	20†
For Coastwise Vessels	05	07	05	05	05	05	11†	10†	10†	10†	11†	10†
To the above wireless rates add land line rate below												
Alabama.....	08	08	06	08	10	08	06	06	06	06	10	10
Alaska.....	42	42	40	42	42	42	42	42	42	42	35	38
Alberta.....	10	10	08	09	09	09	10	10	10	10	06	08
Arizona.....	10	10	10	10	10	10	10	10	10	10	08	08
Arkansas.....	06	06	06	06	10	08	06	06	06	06	10	10
British Columbia.....	10	10	08	10	10	10	10	10	10	10	05	06
California.....	10	10	08	10	10	10	10	10	10	10	06	04
Colorado.....	08	08	06	08	10	08	08	08	08	08	08	08
Connecticut.....	06	06	06	06	10	05	04	04	02	04	10	10
Delaware.....	06	06	06	06	10	05	05	05	04	02	10	10
District of Columbia.....	06	06	06	06	10	05	04	04	04	02	10	10
Florida.....	08	08	06	08	10	08	06	06	06	06	10	10
Georgia.....	08	08	06	08	10	08	06	06	06	05	10	10
Idaho.....	08	08	08	08	10	10	10	10	10	10	05	06
Illinois.....	05	05	05	05	10	06	06	06	06	05	08	08
Indiana.....	05	05	05	05	10	05	05	05	05	05	10	10
Iowa.....	05	05	05	05	10	08	06	06	06	06	08	08
Kansas.....	06	06	06	06	10	08	08	08	08	06	08	08
Kentucky.....	05	05	05	05	10	06	06	06	06	05	10	10
Labrador.....	13	13	15	13	13	09	12	12	12	12	17	17
Louisiana.....	08	08	08	08	10	08	08	08	06	06	10	10
Maine.....	06	06	06	06	10	04	02	03	03	05	10	10
Manitoba.....	06	06	05	06	04	08	08	08	08	08	08	10
Maryland.....	06	06	06	06	10	05	05	05	05	02	10	10
Massachusetts.....	06	06	06	06	10	05	03	03	02	04	10	10
Michigan.....	04	04	05	04	09	05	05	05	05	05	10	10
Minnesota.....	05	05	04	05	08	08	06	06	06	06	08	08
Mississippi.....	08	08	06	08	10	08	06	06	06	06	10	10
Missouri.....	05	05	05	05	10	08	06	06	06	06	08	08
Montana.....	08	08	06	08	10	08	08	08	08	08	06	08
Nebraska.....	06	06	05	06	10	08	08	08	08	06	08	08
Nevada.....	10	10	08	10	10	10	10	10	10	10	06	05
New Brunswick.....	06	06	08	06	06	03	05	05	05	05	10	10
Newfoundland.....	12	12	14	12	14	08	11	11	11	11	16	16
New Hampshire.....	06	06	06	06	10	04	03	02	03	04	10	10
New Jersey.....	06	06	06	06	10	04	04	04	04	03	10	10
New Mexico.....	08	08	08	08	10	08	08	08	08	08	08	08
New York City.....	06	06	06	06	10	05	03	03	03	03	10	10
New York.....	06	06	06	06	10	05	04	04	04	04	10	10
North Carolina.....	06	06	06	06	10	06	06	06	06	05	10	10
North Dakota.....	06	06	05	06	09	08	08	08	08	08	08	08
Nova Scotia.....	06	06	08	06	06	03	05	05	05	05	10	10
Ohio.....	05	05	05	05	10	05	05	05	05	04	10	10
Oklahoma.....	08	08	06	08	10	08	08	08	08	08	08	08
Ontario, Sec. 1.....	05	05	06	05	06	03	05	05	05	05	10	10
" Sec. 2, 3.....	06	06	05	03	05	06	08	08	08	08	10	10
" Sec. 4.....	09	09	08	05	03	06	10	10	10	10	10	10
Oregon.....	10	10	08	10	10	10	10	10	10	10	05	05
Philadelphia.....	06	06	06	06	10	05	04	04	04	02	10	10
Pennsylvania.....	06	06	06	06	10	05	05	05	04	04	10	10
Prince Edward Island.....	08	08	10	06	06	03	06	07	07	07	12	12
Quebec.....	06	06	06	06	06	03	04	04	05	05	10	10
Rhode Island.....	06	06	06	06	10	05	04	04	02	04	10	10
Saskatchewan.....	10	10	08	09	08	09	10	10	10	10	09	10
South Carolina.....	08	08	06	08	10	08	06	06	06	05	10	10
South Dakota.....	06	06	05	06	09	08	08	08	08	08	08	08
Tennessee.....	06	06	06	06	10	08	06	06	06	05	10	10
Texas.....	08	08	08	08	10	08	08	08	08	08	08	08
Utah.....	08	08	08	08	10	08	08	08	08	08	06	05
Vermont.....	06	06	06	06	10	04	03	02	03	04	10	10
Virginia.....	06	06	06	06	10	06	05	05	05	03	10	10
Washington.....	10	10	08	10	10	10	10	10	10	10	03	06
West Virginia.....	05	05	06	05	10	05	05	05	05	04	10	10
Wisconsin.....	05	05	04	05	09	06	06	06	06	06	08	08
Wyoming.....	08	08	06	08	10	08	08	08	08	08	08	08
Yukon.....	52	52	50	52	50	52	52	52	52	52	47	48

† The wireless rate for coastwise vessels of the Booth, Lamport and Holt, Quebec, Royal Mail Steam Packet and United Fruit Co. lines, is 14 cents per word from all shore stations in the United States.

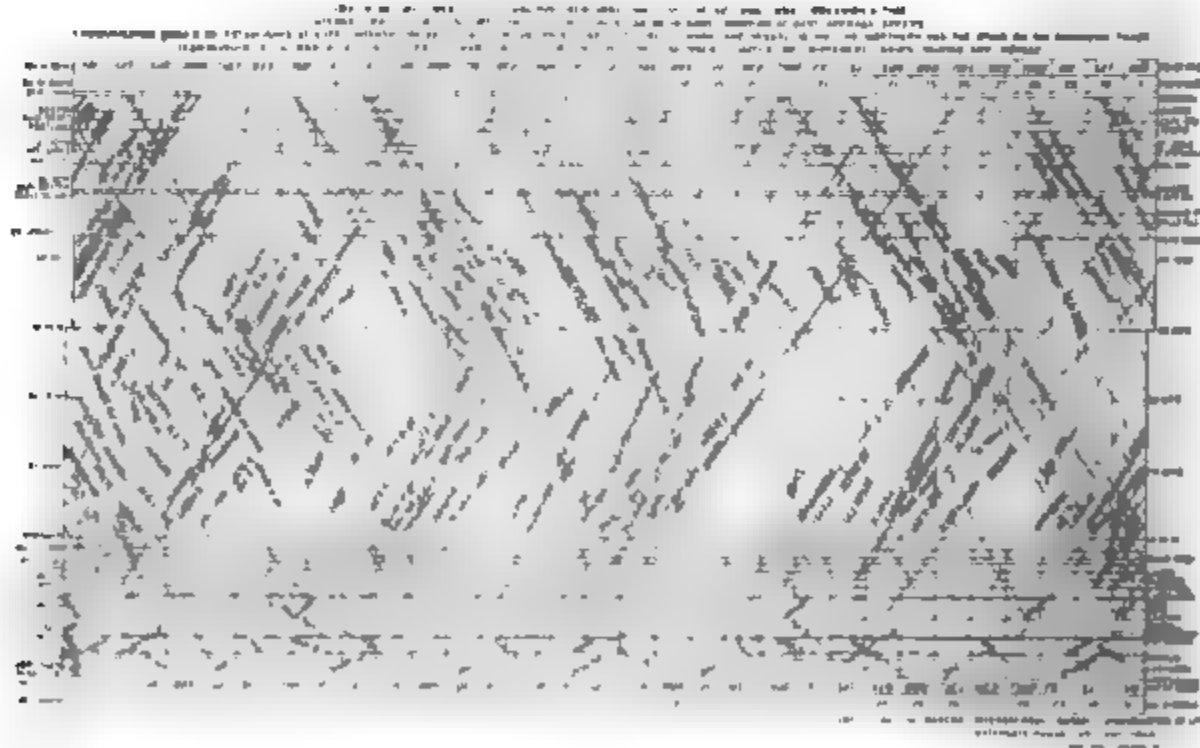
MARCONI TELEGRAPH COMMUNICATION CHART DECEMBER 1904.



AN EARLY WIRELESS CHART

NORTH ATLANTIC

MARCONI TELEGRAPH COMMUNICATION CHART DECEMBER 1911



SEVEN YEARS LATER THE INTERLACING LINES SHOW POSSIBLE INTERCOMMUNICATIONS WHICH HAVE ROBBED THE SEA OF MANY OF ITS TERRORS.
PHENOMENAL INCREASE IN WIRELESS ACTIVITY.

CHAPTER XI.

TELEPHONE STATISTICS OF THE WORLD.

There were approximately 12,453,000 telephones and 20,566,000 miles of telephone wire in use in the world January 1, 1912. A careful estimate places the world's telephone investment January 1, 1912, at about \$1,729,000,000 which is very nearly the value of all gold coin and bullion in the United States. The annual number of telephone conversations may be placed at 22,000,000,000, which is about five times the annual number of passengers carried by all the railroads of the world.

For the purpose of this compilation the world's telephone statistics are generally tabulated in four territorial divisions, as follows:

	Telephone Jan. 1, 1912			Wire Jan. 1, 1912		
	Number (fully estimated)	Increase over Jan. 1, 1911	Per cent to Total	Miles (fully estimated)	Increase over Jan. 1, 1911	Per cent to Total
United States	6,000,000	20%	47.1%	10,170,000	10%	49.5%
Canada	100,000	10%	2.7%	700,000	10%	3.4%
Europe	3,200,000	10%	25.6%	5,400,000	10%	26.3%
All other countries	1,053,000	11%	8.5%	1,196,000	10%	5.8%
Total	10,453,000	10%	100.0%	17,366,000	10%	100.0%

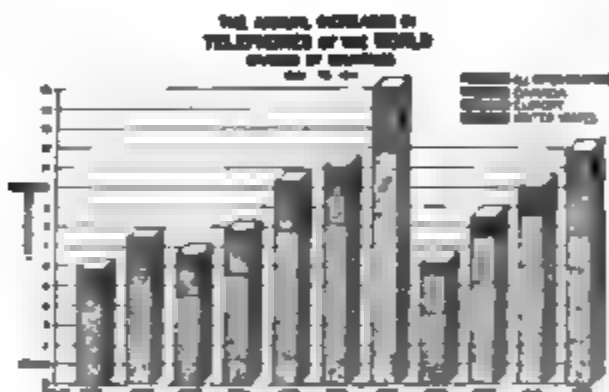
The geographical distribution of telephones and wire is shown below.

	Number of Telephones (Fully Estimated)			Miles of Wire (Fully Estimated)		
	Jan. 1, 1912	Jan. 1, 1911	Increase	Jan. 1, 1912	Jan. 1, 1911	Increase
North America	6,100,000	5,000,000	1,100,000	10,270,000	8,700,000	1,570,000
South America	100,000	50,000	50,000	500,000	250,000	250,000
Europe	3,200,000	2,800,000	400,000	5,400,000	4,700,000	700,000
Asia	100,000	50,000	50,000	1,000,000	500,000	500,000
Africa	50,000	20,000	30,000	100,000	50,000	50,000
Australasia	100,000	50,000	50,000	500,000	250,000	250,000
Oceania	10,000	5,000	5,000	50,000	25,000	25,000
West Indies	10,000	5,000	5,000	50,000	25,000	25,000
Total	10,460,000	8,275,000	2,185,000	17,360,000	14,425,000	2,935,000

The year 1911 is the thirty-fifth since the invention of the telephone by Prof. Alexander Graham Bell. A survey of the progress of telephone service during the past year, and of the many notable events in connection with this progress, justifies the statement that all civilized nations have awakened to the value of the telephone in commercial and social life.

In the United States commercial service has been opened between New York and Denver, 2,160 miles, this being now the longest distance over which oral communication is given commercially. In Europe long distance service has been greatly extended by utilizing both the new loaded cable between Great Britain and Belgium—by which telephone service is expected to be given between London and Berlin—and the new telephone cable, constructed also on the Pupin principle, between Dover and Calais. The latter enables conversation to be carried on between Glasgow, Edinburgh and Paris, and also between Aberdeen and the French capital, a distance of 910 miles.

Successful trials have also been made between London and Geneva, a distance of 560 miles, and from London to Bâle, a distance of 600 miles.



Recent progress in the art of submarine telephone cable manufacture will have far reaching consequences. At the present time there are over 400 miles of submarine telephone cable in use in the world, and of this total about one-half is represented by the four cables between France and England, and the two between Belgium and England. The longest submarine telephone cable lies between La Panne (Belgium) and St. Margaret's Bay (England), a distance of 55 miles.

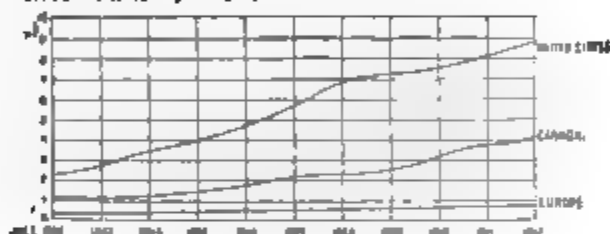
The European international long distance land line systems have likewise received important additions, due to the opening of the line between Paris and Madrid, 900 miles, and the direct line between Berlin and Rome still under construction, a distance of over 1,000 miles. As regards the Continent, there is now scarcely any important city that cannot talk with any other important city. By far the largest interurban or toll telephone plant in Europe has been built by the German Government, which according to the latest official statistics, had about one-half of the total interurban or toll telephone wire of Europe.

Finally, it is worthy of note that during the year 1911 the great United States railway systems have made rapid advances toward the general use of the telephone for train dispatching. Since the introduction of the use of the telephone for that purpose, over 200 of the United States railroads have adopted that system. In fact, the telephone has supplanted the telegraph on over 50,000 miles of railroad, which is over 20% of the total railroad mileage of the country. A careful estimate places the miles of wire used by railroad companies for train dispatching at 120,000, and the corresponding number of telephones at 10,000.

Considering telephones per 100 population and referring only to the United States, Canada and Europe, the following chart shows their respective condition during the past ten years. At the beginning and end of the period the exact figures are:

	United States	Canada	Europe
Jan. 1, 1902	2.3	1.2	0.3
Jan. 1, 1912	8.8	4.2	0.7

From this it appears that it takes Europe about two years to advance 0.1. Assuming that European telephone progress continues at this rate, to reach the present development of the United States (8.8), Europe must gain 8.5, which at the rate of 0.1 every two years would require 170 years. As such a forecast makes no allowance for the impetus in future progress due to the use of rates better adapted to the needs of the public and important advances in the art, the above period will be shortened materially. One thing, however, is certain: Europe offers yet a vast field for telephone progress, because at the beginning of 1912 it has reached only the development of the United States Jan. 1, 1898.



TELEPHONES PER 100 POPULATION
UNITED STATES, CANADA AND
EUROPE, 1902 TO 1912.

It is worthy of note that the United States, Jan. 1, 1912, had over one-half the total telephone wire of the world, and nearly twice the total mileage of Europe, while the latter at the same date had almost the same telephone wire mileage as the United States had at Jan. 1, 1907. The pronounced increase in the wire mileage of "all other countries" is largely due to more accurate information.

The combined number of telephone conversations of the rest of the world is but one-half that of the United States. The telegraph traffic of the United States presents quite a contrast. Placing the world's telegraph traffic during 1910 at about 579,000,000, the United States took but 17% of the total, while Europe had 62%. In other words, Europe has about the same proportion of the world's telegraph traffic as the United States has of the world's telephone traffic.

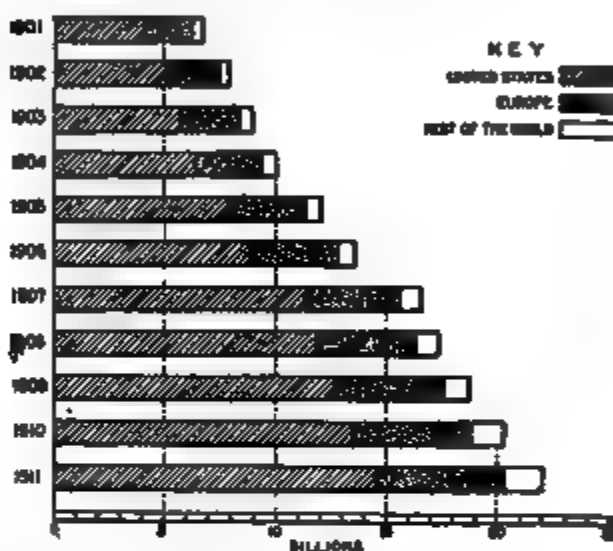
Going back to the first authentic publication of telephone traffic in the United States (1883) the total number of telephone conversations was estimated to be 217,000,000. During the intervening twenty-eight years the United States traffic has reached, as shown above, the colossal total of over fourteen billion, an increase of 6500%, or an average annual increase of 232%.

The annual increases, both in the telephone and telegraph traffic and in the wire plant of the world are shown on the chart on page 315, covering the period 1900-1910. The curves represent the percentage increases over the traffic during 1900 and mileages at the end of the year 1900.

Referring first to the traffic curves, the telephone has gained 277% and the telegraph 36%. In other words, the percentage increase in telephone traffic is about eight times that in telegraph traffic. During the same period the increase in wire plant was 448% for the telephone as compared with 57% for the telegraph, so that the percentage increase in telephone wire is also approximately eight times that of telegraph wire.

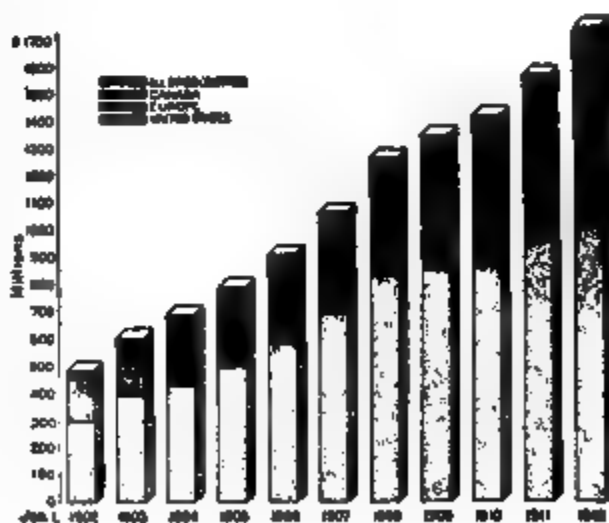
The following chart depicts the telephone conversations of the world for the years 1901 to 1911 inclusive, for the United States, Europe, and all other countries, and shows the proportion of each to the total.

TELEPHONE CONVERSATIONS OF THE WORLD
COMPARING THE UNITED STATES, EUROPE AND
THE REST OF THE WORLD
1901 TO 1911 incl.



The chart annexed depicts the total estimated telephone investment of the world, subdivided according to territorial divisions at Jan. 1st of each year from 1902 to 1912 inclusive. During this period the world's invest-

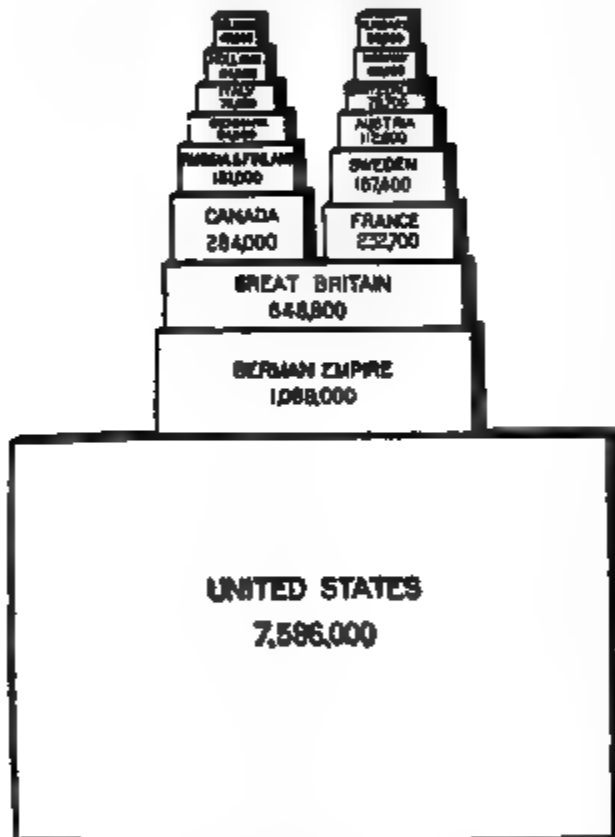
DISTRIBUTION OF
TELEPHONE INVESTMENT OF THE WORLD
JAN. 1, 1902 TO JAN. 1, 1912



ment almost quadrupled, increasing from \$482,000,000 to \$1,729,000,000. Over one-half of this enormous increase was in the United States, where the annual increase averaged approximately \$66,000,000. This was about \$27,000,000 more than the corresponding average increase in Europe. At the commencement of the year 1912 the total estimated investment in the United States (\$1,025,000,000) was about twice that in all Europe (\$593,000,000) and was over one-half the investment of the whole world. At the same date Canada is estimated to have \$44,000,000 invested in telephones and "all other countries" \$67,000,000.

RELATIVE TELEPHONE DEVELOPMENT IN VARIOUS COUNTRIES, JAN. 1, 1911.

TELEPHONE STATIONS
COMPARING THE UNITED STATES WITH EUROPE
JAN. 1, 1911



TELEPHONES IN USE.

The statistical table shows the telephone development of the world January 1, 1911. At that date the United States had 67.4% of the total telephones, Europe had 26.3%, Canada 2.5%, thus leaving but 3.8% for all other countries. The high percentage increase during 1910 for Bosnia, Greece and Serbia, is due to the fact that these countries are just beginning to be developed.

The table shows, that, as in former years, the German Empire and Great Britain remain the leaders in European telephone development, the German Empire having about 36% and Great Britain 22% of all European telephones. Of the remaining countries, only one, France, exceeds 200,000 telephones, and only three others—Austria, Russia and Sweden—

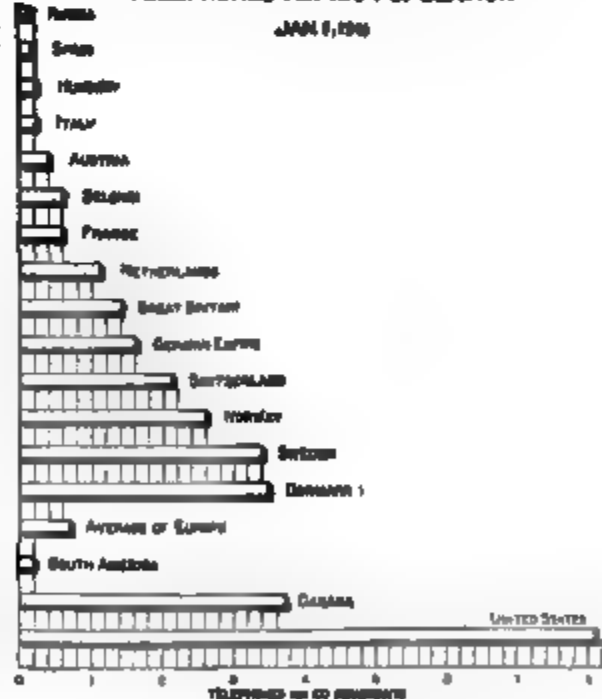
TELEPHONE DEVELOPMENT OF THE WORLD, JANUARY 1, 1911

Country	Telephone January 1, 1911	Increase during 1910	Per cent of Total	Telephone per 100 Population	Population per Sq. Mile
United States	7,596,000	620,000	8.2	67.4	81
Canada	284,000	16,000	5.6	2.5	47
Europe—					
Austria	112,000	16,000	17.5	1.8	265
Belgium	47,000	4,000	8.5	0.6	663
Bosnia	7,000	150	25.0	0.04	91
Bulgaria	8,000	300	3.7	0.06	106
Denmark	100,000	7,000	7.0	0.6	100
Finland	20,000	1,000	5.0	0.2	31
France	232,700	21,000	9.0	2.0	100
German Empire	1,068,000	100,000	9.4	1.6	330
Greece	50,000	45,000	90.0	1.4	371
Great Britain	648,800	70,000	10.8	0.66	107
Hungary	70,000	7,000	10.0	0.2	107
Italy	120,000	12,000	10.0	0.2	200
Japan	1,000	100	10.0	0.2	200
Netherlands	40,000	4,000	10.0	0.2	400
Norway	70,000	7,000	10.0	0.2	100
Portugal	10,000	1,000	10.0	0.2	100
Russia	1,000,000	100,000	10.0	0.2	100
Serbia	40,000	4,000	10.0	0.2	100
Spain	10,000	1,000	10.0	0.2	100
Sweden	167,400	16,740	10.0	0.2	100
Switzerland	30,000	3,000	10.0	0.2	100
Total	2,068,000	206,800	10.0	0.7	179
South America	10,000	1,000	10.0	0.2	40
All other countries	200,000	20,000	10.0	0.2	20
Total World	11,371,000	1,137,100	10.0	0.9	70

have over 100,000 telephones each. The combined number of telephones in six important European States—Belgium, Norway, Denmark, Hungary, Italy, and the Netherlands—is still less than the number of telephones in New York City, while Chicago has more telephones than France, and Boston more than Austria; the three Scandinavian kingdoms combined do not equal the total number of telephones in New York City by about 57,000.

The following chart presents graphically the statistics shown in the above table in the column "Telephones per 100 Population." Despite considerable activity in some European

TELEPHONES PER 100 POPULATION



countries, the relative positions have not changed during the past year. Denmark still leads Sweden by a small margin. As the average for Europe January 1, 1911, was 0.7 telephones per 100 population, the development of the United States at the same date—8.1 per

100 population—was almost twelve times that of Europe. South America advanced to 0.2 telephones per 100, and Canada to 3.7, or more than five times the development of Europe.

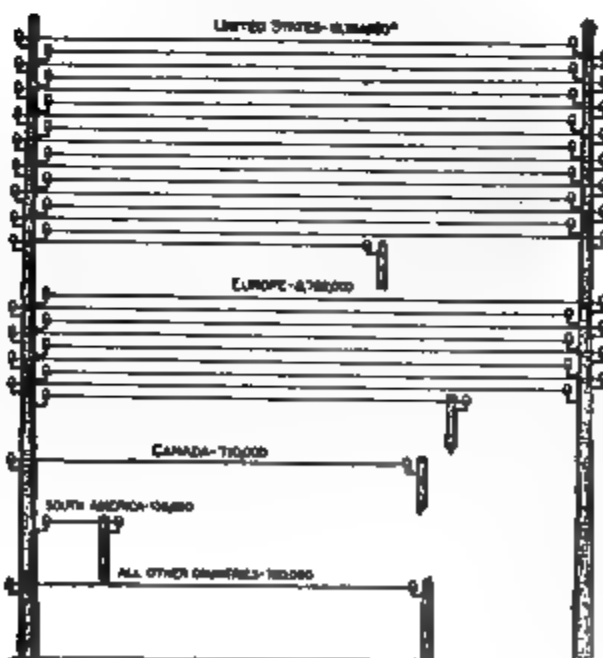
Looking at the telephone development from the point of population per station, it appears that the United States January 1, 1911, averaged one station to each 12 inhabitants, as against the European average of one to 148. Of the European States, Denmark and Sweden are about equal, the former having one station to every 28, and the latter one station to every 29 inhabitants. The German Empire and Great Britain have about twice, France six times and Austria eight times the population per station of Sweden.

In actual number of telephones, Jan. 1, 1911 Berlin, London and Paris, with a combined total of 403,500 telephones, are about even with New York (402,000). The latter approximates very nearly the combined telephones of 14 European States.

WIRE MILEAGE.

The next statistical table and chart view the telephone development of the world in point of wire plant January 1, 1911. At date the grand total of telephone wire mileage was about 27,000,000, of which the United States possessed 61.7%, Europe 32.5%, Canada 2.6%, South America 0.5% and all other countries 2.7%. Thus the United States has almost twice the total telephone wire of all Europe. The German Empire, though possessing the largest number of telephones of any of the European States, has but one-fifth the telephone wire of the United States, and Great Britain but one-eighth.

TELEPHONE WIRE MILEAGE OF THE WORLD
JAN. 1, 1911
27,000,000 MILES

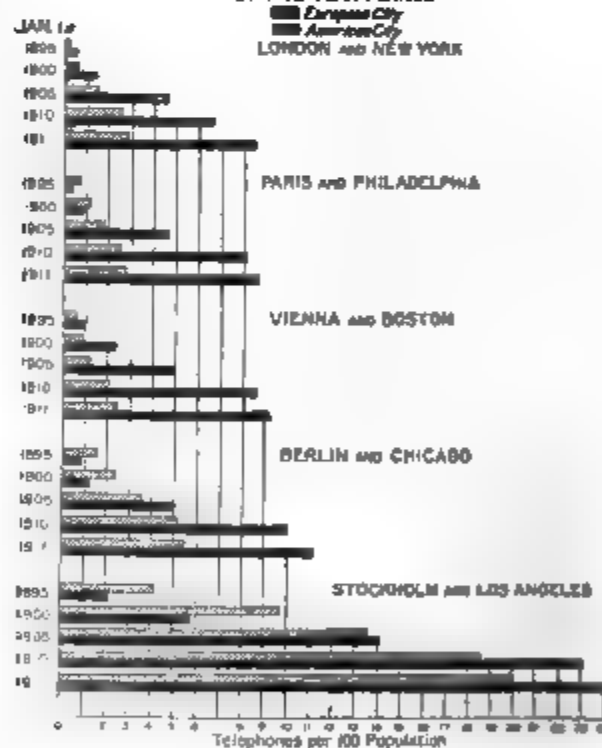


Each full length of wire represents 1,000,000 miles.

DEVELOPMENT OF TELEPHONE WIRE

States	Miles of Wire Jan. 1, 1911	Increase during 1910		Per cent of Total Jan. 1, 1911
		Miles	%	
United States	16,500,000	1,000,000	6.1%	61.7
Canada	700,000	100,000	14.3	2.6
Europe—				
Austria	207,000	21,000	10.1	1.0
Belgium	147,000	9,000	6.1	0.6
Denmark	1,400	200	14.3	0.0
France	1,700	200	11.8	0.0
Germany	25,000	2,000	8.0	0.3
Italy	20,000	1,000	5.0	0.3
Japan	10,000	1,000	10.0	0.0
Netherlands	1,000	100	10.0	0.0
Norway	1,000	100	10.0	0.0
Sweden	1,000	100	10.0	0.0
Switzerland	1,000	100	10.0	0.0
Total	1,000,000	100,000	10.0	3.7
South America	100,000	10,000	10.0	0.5
All other countries	700,000	100,000	14.3	2.7
Total World	27,000,000	2,000,000	7.4	100

COMPARISON OF DEVELOPMENT OF
AMERICAN AND EUROPEAN CITIES
BY FIVE YEAR PERIODS



The table on the opposite page shows the estimated total length of telephone and telegraph wires January 1, 1911, including railroad telephone and telegraph wire.

The statistics place the total length of telephone and telegraph wires in the world January 1, 1911, at 34,500,000 miles. Of this total, telephone wire took 78%, telegraph wire (including cables) 17%, and railroad telegraph wire 5%. Again, the United States took 62% of the total telephone wire, and 84% of the total telegraph wire (excluding cables and railroad telegraph wire).

LENGTH OF WORLD'S TELEPHONE AND TELEGRAPH WIRE.

(Partly Estimated)

JANUARY 1, 1911.

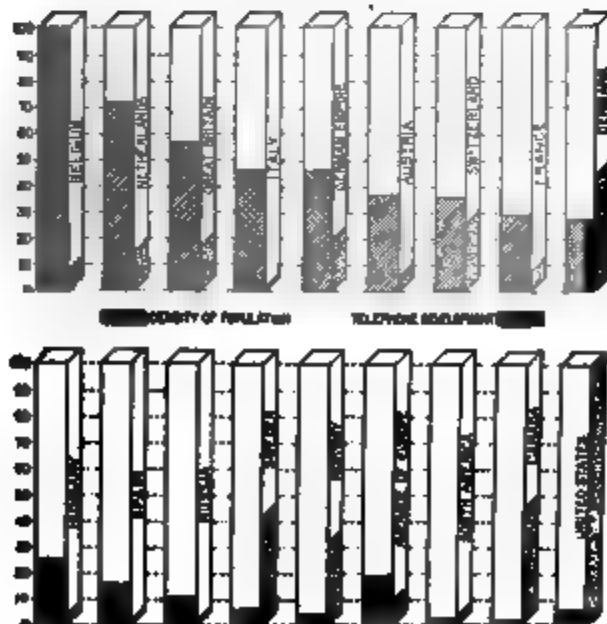
TELEPHONE WIRE.		Miles
United States .. .		15,634,000
Canada .. .		700,000
Europe .. .		8,762,000
All other Countries .. .		857,000
		<hr/>
U. S. RAILROAD TELEPHONE WIRE .. .		26,562,000
		120,000
Total Telephone Wire .. .		<hr/>
		27,062,000
TELEGRAPH WIRE		Miles
United States .. .		1,049,000
Canada .. .		153,000
Europe .. .		2,352,000
All other Countries .. .		1,090,000
		<hr/>
SUBMARINE TELEGRAPH WIRE (in cables) .. .		344,000
RAILROAD TELEGRAPH WIRE .. .		1,726,000
Total Telegraph Wire .. .		<hr/>
		7,494,000
Grand Total .. .		<hr/>
		24,566,000

A more comprehensive view of the relation between telephone development and population is gained from the following chart. This chart compares European countries, the United States and Canada, representing in each case both population per square mile and telephones per 100 population. The greatest population per square mile is found in Belgium, which has 663 inhabitants to the square mile, and the largest number of telephones per 100 population is found in the United States, which January 1, 1911, had 8.1 telephones per 100 population.

COMPARISON OF DENSITY OF POPULATION AND TELEPHONE DEVELOPMENT

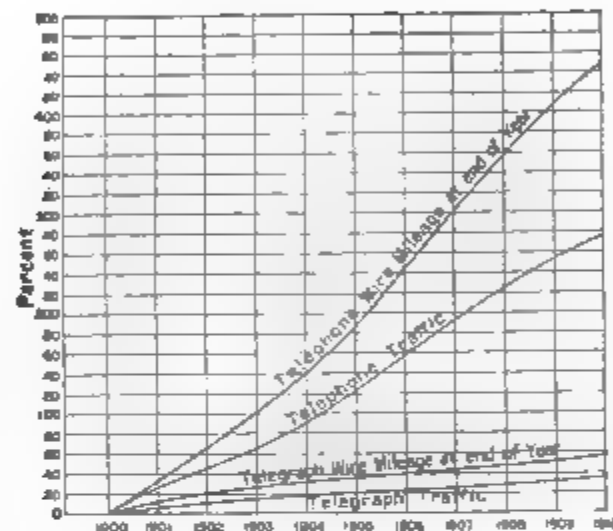
JAN. 1, 1911

Note: Density of population in Belgium and telephone development (telephones per 100 population) in the United States taken as 100%.



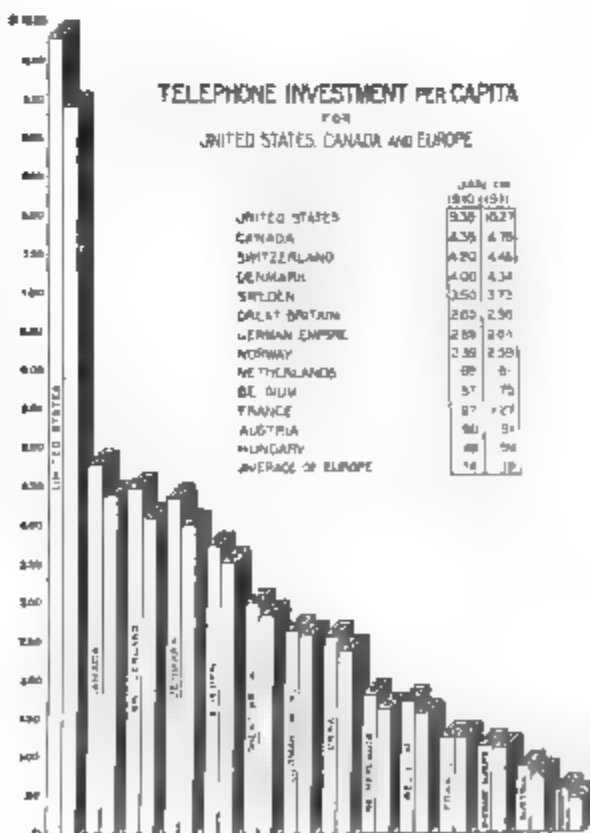
It is evident from the chart that Canada has by far the lowest density of population; next comes South America and then Norway, while Sweden is about equal to the United States, and Italy to Germany. In telephone development Canada ranks next to the United States. Denmark and Sweden, which have about the same development, are still considerably below one-half the telephone development of the United States.

THE GROWTH OF TELEPHONE AND TELEGRAPH TRAFFIC AND WIRE MILEAGE COMPARED THE WORLD



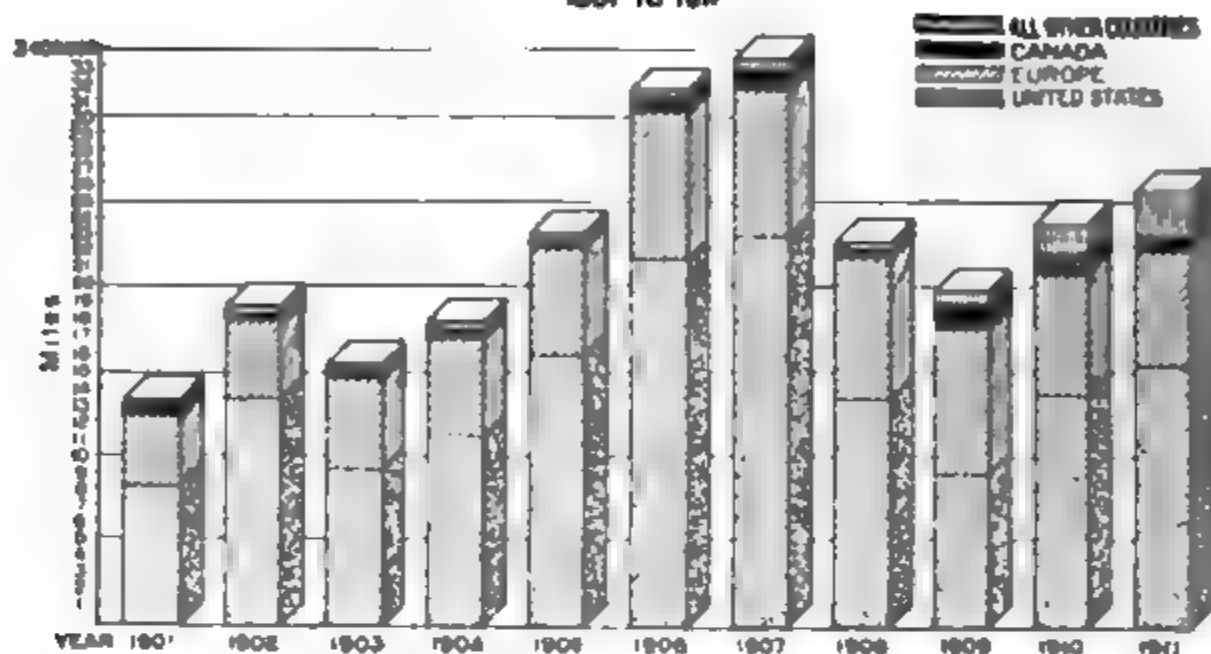
Note: Growth expressed as a percentage increase over the 1900 figures.

TELEPHONE INVESTMENT PER CAPITA FOR UNITED STATES, CANADA AND EUROPE



ANNUAL INCREASES OF TELEPHONE WIRE MILEAGE OF THE WORLD DIVIDED BY COUNTRIES

1901 TO 1911



TELEPHONE INVESTMENT.

The statistics referring to investment do not always represent the actual replacement values of the various telephone plants, as such information is not recorded by the majority of foreign telephone administrations. The only data available in many cases are the aggregate amounts that have been put into the business since its inception. The world's telephone investment January 1, 1911, is estimated at \$1,561,800,000, equivalent to \$139 per telephone. This total investment is thus approximately equal to the value of the corn crop of the United States in 1911.

Of this total investment of \$1,561,800,000, the United States invested \$966,700,000, or 61.2 per cent. of the total; Canada \$36,700,000, or 2.4 per cent. of the total; Europe \$518,400,000, or 33.2 per cent. of the total; and all other countries \$50,000,000, or 3.2 per cent. of the total.

Figured on the respective number of telephones on Jan. 1, 1911, the investment per telephone is:

United States	\$128
Canada	129
Europe	175
All other countries.	118
Total world	139

The investment representing "all other countries" includes \$16,456,000 for the Commonwealth of Australia and New Zealand, \$4,795,000 for the Union of South Africa, \$13,223,000 for Japan, and about \$6,604,000 for Brazil and Chili together.

During the year 1910, \$145,500,000 was added to the telephone investment of the

world, so that the above total of \$1,560,800,000 represents an increase of 10% over the corresponding investment Jan. 1, 1911. In the United States alone, the estimated increase in investment during 1910 amounted to \$97,600,000, or, excluding Europe, considerably more than the total cost of all telephone plants in service in the entire world.

In regard to the more detailed investment statistics given on the following page, perhaps the most striking feature of the table is the high figure for investment per telephone in many of the important European States. For instance, Austria, Belgium, France, Great Britain, Hungary, Spain, and Switzerland all show an investment per telephone of over \$200.

The German Empire, Great Britain, and France combined have slightly more than two-thirds the entire telephone investment of Europe.

Excepting the German Empire and Great Britain, none of the European States exceeds \$100,000,000, and the majority have invested less than \$20,000,000 apiece. Of the Scandinavian kingdoms, Sweden has approximately twice the investment of Denmark, which in turn has about twice that of Norway.

Viewing telephone investment from a per capita basis, a very different situation is revealed. A glance at the chart on page 316 shows that of the European countries Switzerland leads, and Denmark has advanced to second position, on the other hand, though the German Empire occupied first rank in point of total investment, it takes fifth place in point of investment per capita. The per capita investment of the United States (\$10.77) is about nine times that of Europe (\$1.18). Of the European countries shown on the chart, Hungary has the lowest per capita investment (\$0.59), and Austria has not yet reached an investment of \$1.00 per capita.

INVESTMENT—TELEPHONE AND TELEGRAPH.

It is interesting to compare the telephone investment of the world with that of the telegraph (including submarine cables). In the absence of any definite information covering the entire world on that subject, only an estimate can be made. Using the total telegraph wire mileage, January 1, 1911, as a basis, the telegraph investment may be estimated at about \$700,000,000. There are also 314,000 miles of submarine cables representing an estimated investment of \$350,000,000, so that the total telegraph investment of the world January 1, 1911, may be placed at \$1,050,000,000, as compared with a telephone investment of \$1,561,777,000 at the same date.

This makes a total investment of \$2,619,497,000 for telephone and telegraph (including submarine cables) for the world, January 1, 1911. Of this total 60 per cent. is invested in telephones, 27 per cent. in telegraphs and 13 per cent. in cables.

TELEPHONE GROSS EARNINGS OF THE UNITED STATES, CANADA, EUROPE AND ALL OTHER COUNTRIES
(Partly Estimated)
YEAR 1909

Division	Gross Earnings	% to Total Earnings	Increase During 1909	Avg. Earnings per Telephone
United States.....	\$221,471,000	67.4%	\$30,861,000	\$32.87
Canada.....	6,752,032	2.0	1,161,000	31.87
Europe—				
Austria.....	3,704,990	1.1	584,000	41.43
Belgium.....	2,066,740	0.6	152,000	30.75
Bosnia.....	11,555	..	1,900	21.90
Bulgaria.....	65,135	..	7,000	31.65
Denmark.....	2,040,158	0.6	233,000	24.46
Finland.....	448,518	..	..	15.95
France.....	8,161,600	2.4	1,098,000	40.20
German Empire.....	32,330,909	9.8	3,407,000	35.00
Great Britain.....	23,113,326	7.0	1,838,000	30.40
Greece.....	37,048	..	4,000	26.40
Hungary.....	1,839,205	0.6	155,000	38.85
Italy.....	2,416,902	0.8	348,000	42.70
Luxembourg.....	62,697	..	6,000	20.80
Netherlands.....	1,731,700	0.5	244,000	32.45
Norway.....	1,159,864	0.3	40,000	21.35
Portugal.....	240,516	..	10,000	40.90
Roumania.....	277,947	..	35,000	22.30
Russia.....	4,756,475	1.4	489,700	39.00
Serbia.....	58,575	..	4,000	37.65
Spain.....	831,125	..	38,000	35.20
Sweden.....	3,959,765	1.2	309,000	23.60
Switzerland.....	1,996,439	0.6	169,000	27.95
Total.....	91,331,189	27.8	9,172,600	35.40
All other countries.....	9,163,300	2.8	..	30.00
Total world.....	\$328,717,721	100.0%	..	..

COMPARISON OF THE GROSS TELEPHONE AND TELEGRAPH EARNINGS OF EUROPEAN COUNTRIES FOR 1908.

Country	Gross Telephone Earnings	Gross Telegraph Earnings	Total Earnings	Per cent of Total Gross Earnings	
				Telephone	Telegraph
Austria.....	\$3,704,990	\$3,162,571	\$6,867,561	54%	46%
Belgium.....	2,066,740	1,191,430	3,258,170	63%	37%
Bosnia.....	11,555	281,324	292,879	4%	96%
Bulgaria.....	65,135	294,610	359,745	18%	82%
Denmark.....	2,040,158	488,607	2,528,765	81%	19%
France.....	8,161,600	8,101,828	16,263,428	50%	50%
German Empire.....	32,330,909	8,771,920	41,102,829	79%	21%
Great Britain.....	23,113,326	15,960,869	39,074,195	59%	41%
Greece.....	37,048	246,794	383,842	10%	90%
Hungary.....	1,839,205	1,491,079	3,330,284	55%	45%
Italy.....	2,416,902	3,820,513	6,237,415	39%	61%
Luxembourg.....	62,697	16,338	79,035	79%	21%
Netherlands.....	1,731,700	1,011,475	2,743,175	63%	37%
Norway.....	1,159,864	642,875	1,802,739	64%	36%
Portugal.....	240,516	849,862	1,090,378	22%	78%
Roumania.....	277,947	595,106	873,053	32%	68%
Russia and Finland.....	5,204,993	12,408,158	17,613,151	30%	70%
Serbia.....	58,575	120,823	179,398	33%	67%
Spain.....	831,125	2,032,422	2,863,547	29%	71%
Sweden.....	3,959,765	615,049	4,574,814	86%	14%
Switzerland.....	1,996,439	812,661	2,809,100	71%	29%
Total Europe.....	\$91,331,189	\$83,016,424	\$174,347,613	59%	41%

EARNINGS FOR 1909—TELEPHONE AND TELEGRAPH.

The figures for gross telephone earnings in European countries are official, but those quoted for "all other countries" are mostly estimated. The total gross telephone earnings of the world for the year 1909 may be placed at \$329,000,000, of which the United States earned \$221,471,000 (67.4%), Canada \$6,752,000 (2%), Europe \$91,331,000 (27.8%), and all other countries \$9,163,500 (2.8%).

The adjoined table shows the gross telephone earnings of the various European countries, ranging from \$241,000 (Portugal) to \$32,331,000 (German Empire). The average earnings per telephone for total Europe was \$35.40.

On account of the almost universal custom of European governments of conducting the telephone as a branch of the postal and telegraph services, practically no European government keeps its accounts in such a manner as to reveal the true net financial result of its telephone service.

TRAFFIC—MAIL, TELEGRAPH AND TELEPHONE.

Instructive as it would be to compare the traffic of the other two branches of transmission of intelligence—the mail and the telegraph—with the telephone traffic of the world, such a comparison would only be speculative on account of the lack of statistical material. There is, however, sufficient statistical information to permit a comparison of the traffic of these three services, both in the United States and in Europe, during the year 1909. The result is as follows:

Out of a total of 20,669,000,000 messages transmitted by the three services in Europe, 15,387,000,000 (74.4 per cent.) were by first class mail matter, 345,000,000 (1.7 per cent.) by telegrams and 4,937,000,000 (23.9 per cent.) by telephone. In the United States, out of a total of 21,508,000,000 messages, 8,793,000,000 (40.9 per cent.) were by first class mail matter, 98,000,000 (0.4 per cent.) by telegrams and 12,617,000,000 (58.7 per cent.) by telephone.

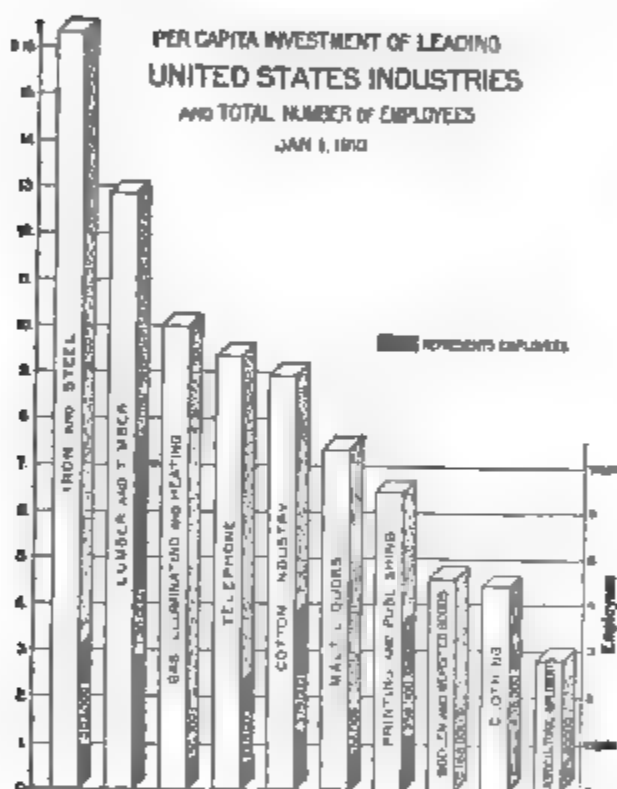
The figures show that although Europe has about three and a half times the telegraph traffic and nearly twice the first-class mail traffic, it has only one-third the telephone traffic of the United States.

The first class mail, telegraph and telephone traffic per 1,000 population for Europe and the United States during 1908 and 1909 was as follows:

For Europe; 35,533 pieces of first class mail matter in 1909, as against 34,766 in 1908, an increase of 2.2 per cent.; 798 telegrams in 1909, as against 769 in 1908, an increase of 3.7 per cent.; 11,400 telephone conversations in 1909, as against 10,585 in 1908, an increase of 7.7 per cent. For the United States: 96,090 pieces of first class mail matter in 1909, as against 90,062 in 1908, an increase of 6.7 per cent.; 1,076 telegrams in 1909, as against 1,039 in 1908, an increase of 3.5 per cent.; 137,882 telephone conversations in 1909, as against 134,335 in 1908, an increase of 2.6 per cent.

A COMPARISON WITH OTHER INDUSTRIES.

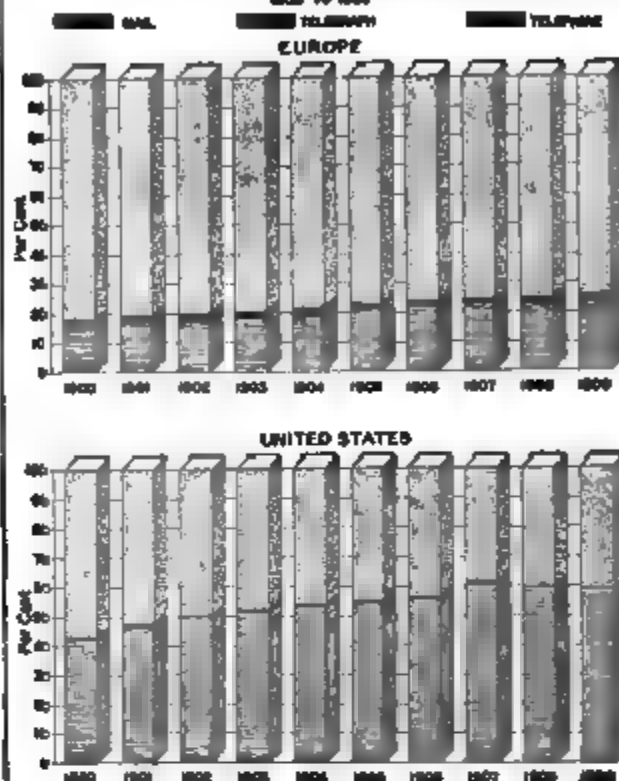
The magnitude of the United States telephone investment per capita may be emphasized by comparing the telephone with some of the other leading United States industries. Such a comparison is based on recent special reports by the United States Census Office, publishing the requisite data as of January 1, 1910. The chart shown below gives the result of a comparison of the telephone business with ten large United States industries. Despite the fact that the telephone has been in use but thirty-five years, the telephone investment per capita January 1, 1910 is the fourth largest, yielding only to the Iron and Steel, Lumber, and Gas and Heating industries.



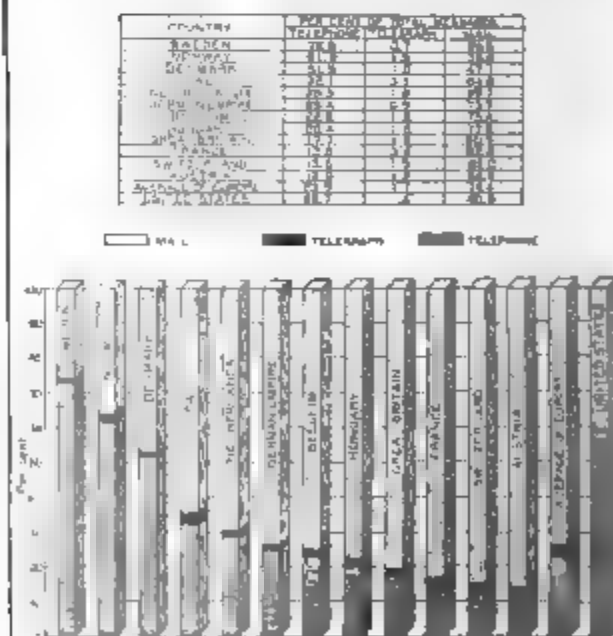
The New York Telephone Company distributed 1,500,000 new telephone directories of the issue dated May 8, 1913. It required the service of 600 men working fifteen days to make the deliveries of this book, which comprises 864 pages. The number of subscribers listed is 296,000, not including the many thousands of branches in apartment houses, hotels and pay stations. The approximate cost of the telephone directory is \$1,200 a day, or \$438,000 annually. The first telephone directory was issued in 1878; at that time the total number of subscribers was 252.

One of the earliest experiments for reproducing sounds by means of sound boards connected by a rod was Wheatstone's "Magic Lyre," 1831. In 1861 Philip Reis conducted experiments to reproduce human speech by means of electric pulsation. In 1875 Prof. Bell invented the electric telephone, which he patented in 1876. Edison patented an invention of his July, 1877.

RATIO OF MAIL, TELEGRAPH AND TELEPHONE MESSAGES EUROPE AND UNITED STATES 1880 TO 1909

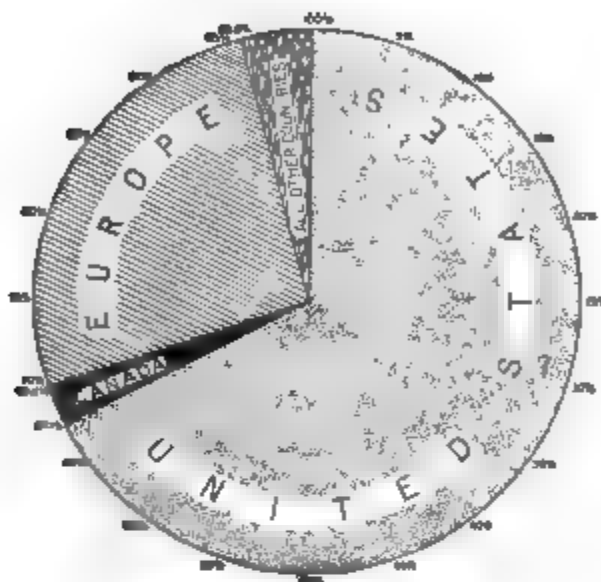


RATIO OF MAIL, TELEGRAPH AND TELEPHONE MESSAGES YEAR 1908

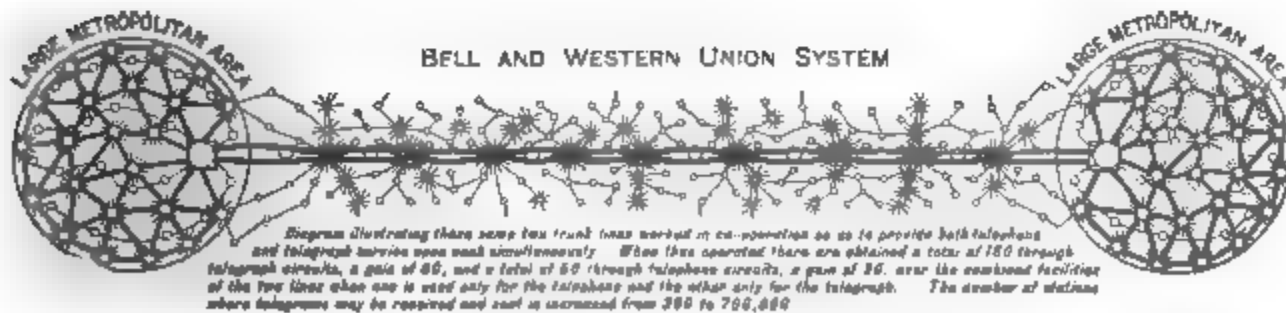
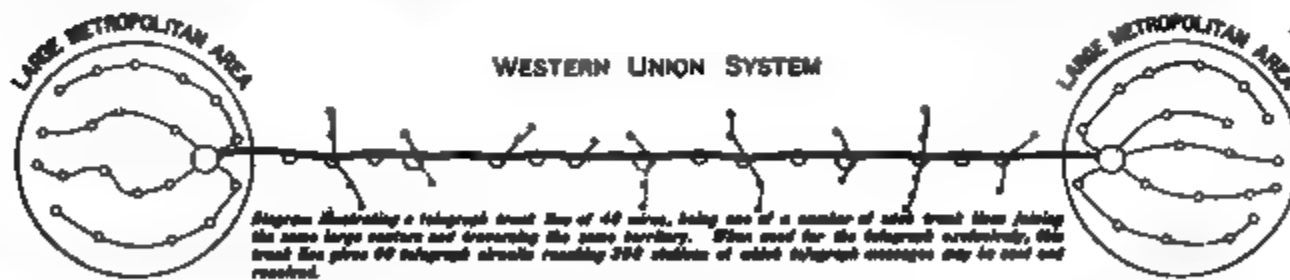
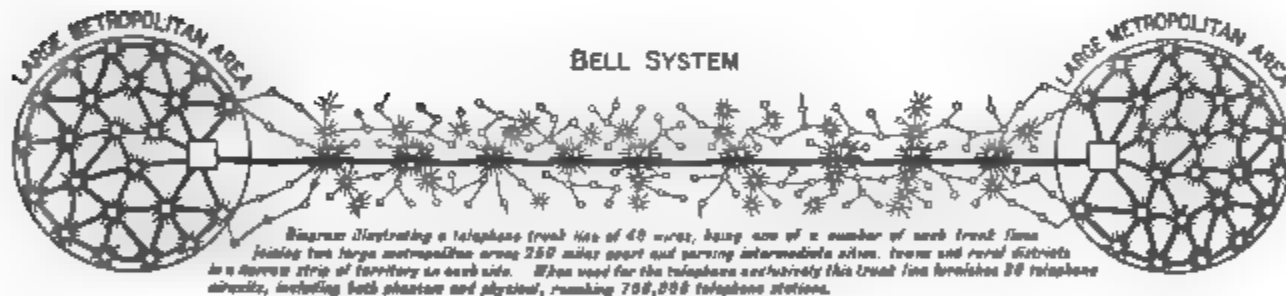
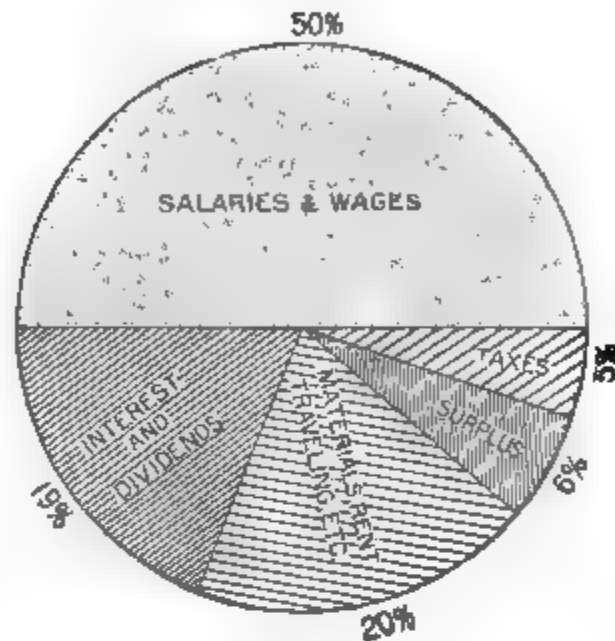


DISTRIBUTION OF THE
WORLD'S TELEPHONES

JANUARY 1, 1912
12,400,000
(Partly Estimated)



DISPOSITION OF THE GROSS REVENUE OF THE BELL SYSTEM,
YEAR 1911.

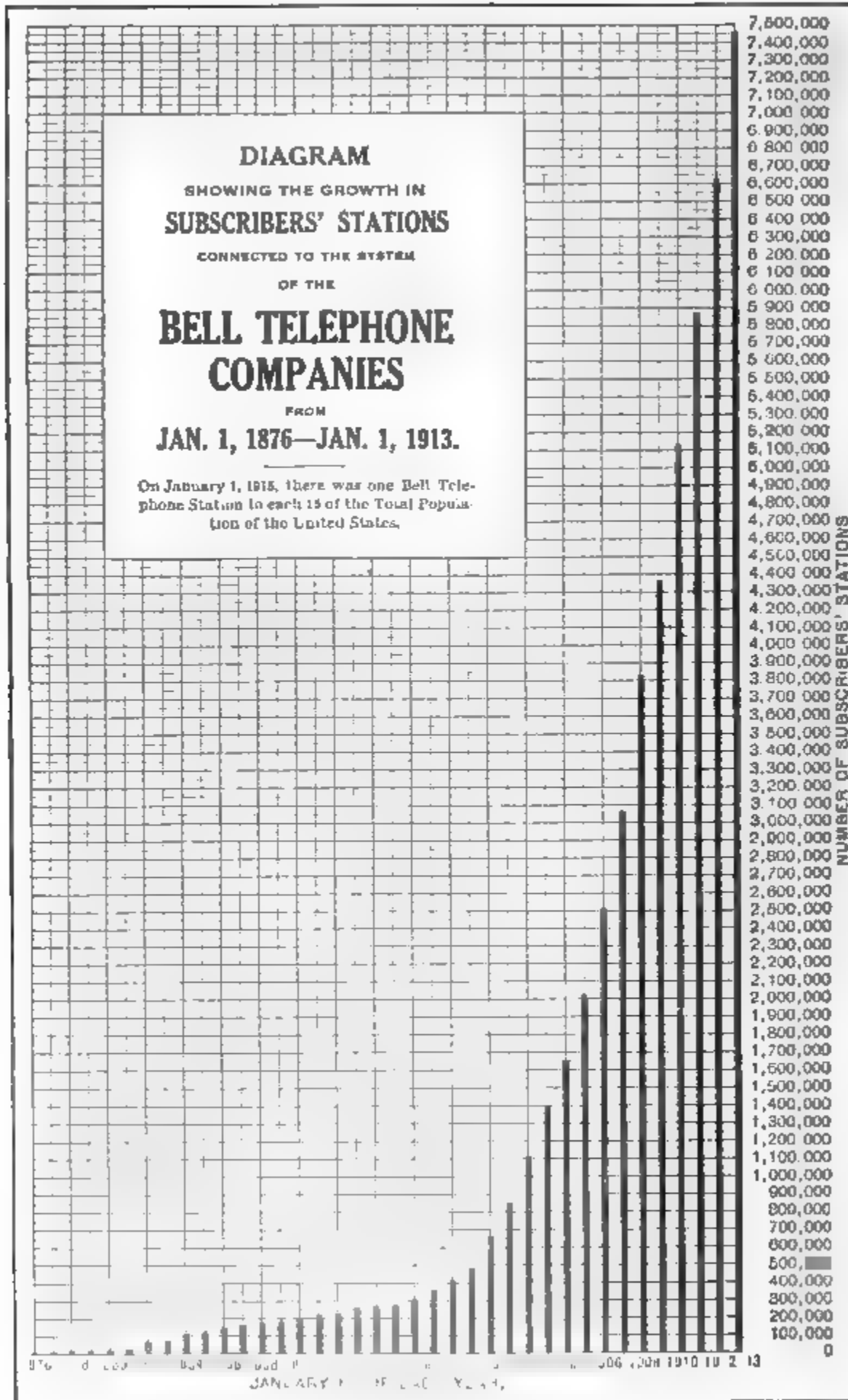


Telephone Circuit Office

Telephone Toll Station



Telegraph Office



The growth of the Bell System, its broader usefulness and resulting prosperity, are shown in the annual report of the American Telephone and Telegraph Company for 1912 by the financial statement and other comparative statistics.

At the end of the year 1912 there was a total of 7,456,074 subscriber stations, of which 2,502,627 were operated by connecting companies.

The Bell toll lines now reach 70,000 places, which is 5,000 more than the number of post offices and 10,000 more than the number of

railroad stations in the United States. The total wire mileage has been increased to nearly 14,610,813 miles, of which over half is underground, and the new 450-mile subway between Boston and Washington has been completed.

The traffic over the Bell lines shows a daily average of 25,572,345 or at the rate of 8,950,000,000 connections a year.

There was spent in plant additions \$76,626,900 in the year. There was applied to maintenance and reconstruction during the year \$66,705,000, making a total provision for the last ten years of \$409,000,000.

BELL TELEPHONE SYSTEM IN THE UNITED STATES.

CONDENSED STATISTICS.

	Dec. 31, 1895.	Dec. 31, 1900.	Dec. 31, 1905.	Dec. 31, 1910.	Dec. 31, 1911.	Dec. 31, 1912.	Increase, 1912.
Miles of Exchange Pole Lines.....	25,330	30,451	67,698	120,175	131,379	143,842	12,463
Miles of Toll Pole Lines.....	52,873	101,087	145,535	162,702	163,351	171,161	7,810
Total Miles of Pole Lines.....	78,203	131,538	213,233	282,877	294,730	315,003	20,273
Miles of Underground Wire.....	184,515	705,289	2,345,742	5,992,303	6,831,667	7,804,528	972,861
Miles of Submarine Wire.....	2,028	4,203	9,373	24,636	26,936	30,301	3,365
Miles of Aerial Wire.....	488,872	1,252,329	3,424,803	5,625,273	6,074,012	6,775,984	701,972
Total Miles of Wire.....	675,415	1,961,801	5,779,918	11,642,212	12,932,615	14,610,813	1,678,198
Comprising Toll Wire.....	215,687	607,599	1,265,236	1,963,994	2,060,514	2,189,163	128,649
Comprising Exchange Wire.....	459,728	1,354,202	4,514,682	9,678,218	10,872,101	12,421,650	1,549,549
Total.....	675,415	1,961,801	5,779,918	11,642,212	12,932,615	14,610,813	1,678,198
Total Exchange Circuits.....	237,837	508,262	1,135,449	2,082,960	2,306,360	2,576,789	270,429
Number of Central Offices.....	1,613	2,775	4,532	4,933	5,014	5,182	168
Number of Bell Stations.....	281,695	800,880	2,241,367	4,030,668	4,474,171	4,953,447	479,276
Number of Bell Connected Stations*..	27,807	55,031	287,348	1,852,051	2,158,454	2,502,627	344,173
Total Stations.....	309,502	855,911	2,528,715	5,882,719	6,632,625	7,456,074	823,449
Number of Employees.....	14,517	37,067	89,661	120,311	128,439	140,789	12,350
Number of Connecting Companies, Lines and Systems.....				17,845	21,454	24,013	2,559
Exchange Connections Daily.....	2,351,420	5,668,986	13,543,468	21,681,471	23,483,770	25,572,345	2,088,575
Toll Connections Daily.....	51,123	148,528	368,083	602,539	644,918	737,823	92,905

*Includes Private Line Stations.

BELL TELEPHONE SYSTEM IN THE UNITED STATES.

ALL DUPLICATIONS BETWEEN COMPANIES EXCLUDED.

COMPARATIVE EARNINGS AT FIVE YEAR INTERVALS, 1885-1912.

	Year 1885.	Year 1890.	Year 1895.	Year 1900.	Year 1905.	Year 1910.	Year 1912.
Gross Earnings.....	\$10,033,600	\$16,212,100	\$24,197,200	\$46,385,600	\$97,500,100	\$165,612,881	\$199,172,154
Expenses.....	5,124,300	9,067,600	15,488,400	30,632,400	66,189,400	114,618,473	142,285,464
Net Earnings.....	\$4,909,300	\$7,144,500	\$8,708,800	\$15,753,200	\$31,310,700	\$50,994,408	\$56,886,690
Interest.....	27,700	278,700	655,500	2,389,600	5,836,300	11,556,864	14,205,365
Balance.....	\$4,881,600	\$6,865,800	\$8,053,300	\$13,363,600	\$25,474,400	\$39,437,544	\$42,681,325
Dividends.....	3,107,200	4,101,300	5,066,900	7,893,500	15,817,500	25,160,786	29,460,215
Surplus Earnings.....	\$1,774,400	\$2,764,500	\$2,986,400	\$5,470,100	\$9,656,900	\$14,276,758	\$13,221,110

PRINTERS' MARKS.

⊙	Period.
,	Comma.
-	Hyphen.
:	Colon.
;	Semicolon.
'	Apostrophe.
"	Quotations.
□	Em quadrat.
—	One-em dash.
—	Two-em parallel dash.
⌞	Push down space.
⌝	Close up.
✓	Less space.
^	Caret—left out, insert.
9	Turn to proper position.
#	Insert space.
⌈ or ⌋	Move to left or to right.
⌊ or ⌋	Move up or move down.
tr.	Transpose.
..... or stat.	Let it stand.
8	Dele—take out.
⊙	Broken letter.
¶	Paragraph.
No ¶	No paragraph.
w. f.	Wrong font.
~ or eq. #	Equalize spacing.
≡ or caps.	Capitals.
= or s. e.	Small capitals.
l. e.	Lower-case.
8 or 1	Superior or inferior.
— or ital.	Italic.
rom.	Roman.
[]	Brackets.
()	Parentheses.

TYPOGRAPHICAL ERRORS.

It does not appear that the earliest printers had any method of correcting errors before the form was on the press. The learned ~~the learned~~ correctors of the first two centuries of printing were not proofreaders in our sense; they were rather what we should term office editors. Their labors were chiefly to see that the proof corresponded to the copy, but that the printed page was correct in its latinity, ~~that the words were there~~, and that the sense was right. They cared but little about orthography, bad letters or purely printer's errors, and when the text seemed to them wrong they consulted fresh authorities or altered it on their own responsibility. Good proofs in the modern sense, were ~~not possible~~ until professional readers were employed, men who had first a printer's education, and then spent many years in the correction of proof. The orthography of English, which for the past century has undergone little change, was very fluctuating until after the publication of Johnson's Dictionary, and capitals, which have been used with considerable regularity for the past 80 years, were previously used on the ~~miss or hit~~ plan. The approach to regularity, so far as we have may be attributed to the growth of a class of professional proof readers, and it is to them that we owe the correctness of modern printing. More errors have been found in the Bible than in any other one work. For many generations it was frequently the case that Bibles were brought out stealthily, from fear of governmental interference. They were frequently printed from imperfect texts, and were often modified to meet the views of those who published them. The story is related that a certain woman in Germany, who was the wife of a printer, and had become disgusted with the continual assertions of the superiority of man over woman which she had heard, hurried into the composing room while her husband was at supper and altered a sentence in the Bible, which he was printing, so that it read Narr instead of Herr, thus making the verse read "And he shall be thy fool" instead of "And he shall be thy Lord." The word not was omitted by Barker, the King's printer in England in 1632, in printing the seventh commandment. He was fined £3,000 on this account.

NUMBER OF WORDS AND EMS TO THE SQUARE INCH.

Sizes of type.	Number of words.		Number of ems.
	Solid.	Leaded.	
14-point.....	11	8	26½
12-point.....	14	11	36
11-point.....	17	14	43
10-point.....	21	16	52
8-point.....	32	23	81
6-point.....	47	34	144
5-point.....	69	50	207

CHAPTER XII.

POST OFFICE AFFAIRS.*

PART I. STATISTICAL INFORMATION.

UNITED STATES POST OFFICE.

SUMMARY OF ALL CLASSES DOMESTIC MAIL SERVICE IN OPERATION JUNE 30, 1912.

Number of routes.....	12,208
Length of routes, miles.....	2,761,466.751
Number of miles traveled per annum.....	493,384,878.76
Annual rate of expenditure.....	79,150,763.65
Average rate of cost per mile of length.....	286.62
Average rate of cost per mile traveled, cents.....	16.04
Average number of trips per week.....	17.17

SOURCE OF REVENUE.		EXPENDITURE BY ITEMS FOR YEAR 1912.	
	Total for fiscal year.		
Sale of postage stamps, stamped envelopes, postal cards, etc.....	\$221,563,619.00	Service in post offices:	
Second-class postage, paid in money.....	9,399,140.61	Salaries of postmasters....	\$28,648,426.33
Third and fourth class post- age, paid in money.....	5,444,615.19	Salaries of clerks, etc.....	42,479,908.91
Box rents.....	4,645,664.04	City Delivery Service....	34,252,952.62
Miscellaneous receipts.....	209,263.76	All other expenditures....	11,216,932.31
Letter postage, paid in money	71,700.92	Total.....	\$116,598,220.17
Fines and penalties.....	55,201.95	Railway Mail Service.....	\$20,876,963.37
Dead letters.....	33,122.39	Rural Delivery Service.....	41,900,514.79
Revenue from money-order business.....	4,843,364.74	Transportation of domestic mail:	
Unpaid money orders more than 1 year old.....	478,314.28	By railroads.....	\$51,819,411.82
Total.....	\$246,744,015.88	By other means of trans- portation.....	13,204,261.75
		Total.....	\$65,023,673.57
		Transportation of foreign mail.....	\$3,716,181.11
		Payments on account of invalid money orders.....	509,387.28

RAILROAD TRANSPORTATION.

SERVICE AND EXPENDITURE.		
Number of routes.....	3,409	
Length of routes, miles.....	226,071.02	
Annual travel, miles.....	458,648,623.77	
Annual rate of expenditure.....	\$46,336,293.86	
Average rate of cost per mile of length.....	204.96	
Average rate of cost per mile traveled, cents.....	10.10	
Average number of trips per week.....	19.51	
On June 30, 1912, there were in operation 159 full railway post-office lines, manned by 1,607 crews of 8,066 clerks (including 161 acting clerks). Of these 159 full lines, 141 had		apartment-car service, manned by 1,040 crews, of 1,598 clerks. There were also 1,377 apartment railway post-office lines, manned by 4,287 crews, of 5,554 clerks; 17 electric car lines, with 18 crews, of 19 clerks; 53 steamboat lines, with 86 crews, of 86 clerks; a total of 1,606 lines of all kinds, manned by 15,323 clerks, representing the working force of the lines. In addition there were 32 officials, 129 chief clerks, 622 transfer clerks employed in handling the mails at important junction points, 521 clerks detailed to clerical duty in the various offices of the service, and 448 clerks employed in terminal railway post offices—an aggregate of 17,075 employees in the service
		(Continued on page 324.)

*This chapter is divided into two parts: the first gives statistics relative to the Post Office Affairs of the United States and the World, the second deals with information relative to rates, etc., domestic and foreign and the "Parcel Post." Revised through the courtesy of Postmaster-General Burleson.

(Continued from page 323.)

Of the 1,388 full railway post-office cars in use and in reserve, 545 are all-steel cars, 182 steel-underframe cars, and 661 wooden cars, and of the 4,029 apartment cars in use and in reserve, 181 are all-steel cars, 221 steel-underframe cars, and 3,627 wooden cars.

During the fiscal year the department has permitted further experimental aeroplane mail service. There have been 31 orders issued permitting the mail to be carried

between certain points by aeroplanes. Such service was merely temporary and was not intended to be permanent. In each instance where the mail has been carried the service has been performed by a sworn carrier and without cost to the department. Such service was authorized in 16 different States.

Reports received of the performance of the service by aeroplanes under the various orders issued permitting such service indicate that in many instances service was performed in a reasonable satisfactory manner.

MAIL SERVICE IN OPERATION YEAR ENDING JUNE 30, 1912.

Service.	Number.	Aggregate length.	Annual rate of expenditure.
		Miles.	
Star routes in Alaska.....	22	4,248.00	\$196,896.93
Steamboat routes.....	237	31,875.57	752,610.06
Mail-messenger routes.....	7,094	5,183.17	1,020,151.35
Pneumatic-tube routes.....	6	54.8451	932,366.70
Wagon routes (in cities).....	283	1,241.17	1,098,236.46
Railroad routes.....	3,409	226,071.02	46,336,293.86
Railway post-office cars.....			4,367,029.16
Electric and cable car routes.....	557	7,472.90	686,555.77
Total.....	12,208	276,146.6751	56,590,140.29
Star routes in Alaska (emergency).....			\$ 38,002.00
Steamboat routes (pound rate).....			\$ 86,671.63
Railroad transportation, miscellaneous:			
Periodical mails.....			\$ 469,612.76
Mail weighings, etc.....			\$ 244,876.25
Freight on mail bags, postal cards, etc.....			\$ 407,511.62
Railway Mail Service (officers and clerks, including acting clerks).....	17,075		\$ 20,876,963.37
Mail equipment.....			\$ 436,309.15
Miscellaneous expenses.....			\$ 586.08
Total inland service.....			79,150,763.65
Foreign mails:			
Aggregate cost.....		\$3,704,532.92	
Less intermediary service to foreign countries.....		\$508,649.65	
			\$ 3,195,883.27
Total.....			82,346,646.92

¹ Authorisation. ² Actual expenditures. ³ Estimated actual expenditures.

COMPARISON OF REVENUES AND EXPENDITURES FOR THE FISCAL YEAR ENDED JUNE 30, 1912, WITH THOSE OF THE PRECEDING YEAR.

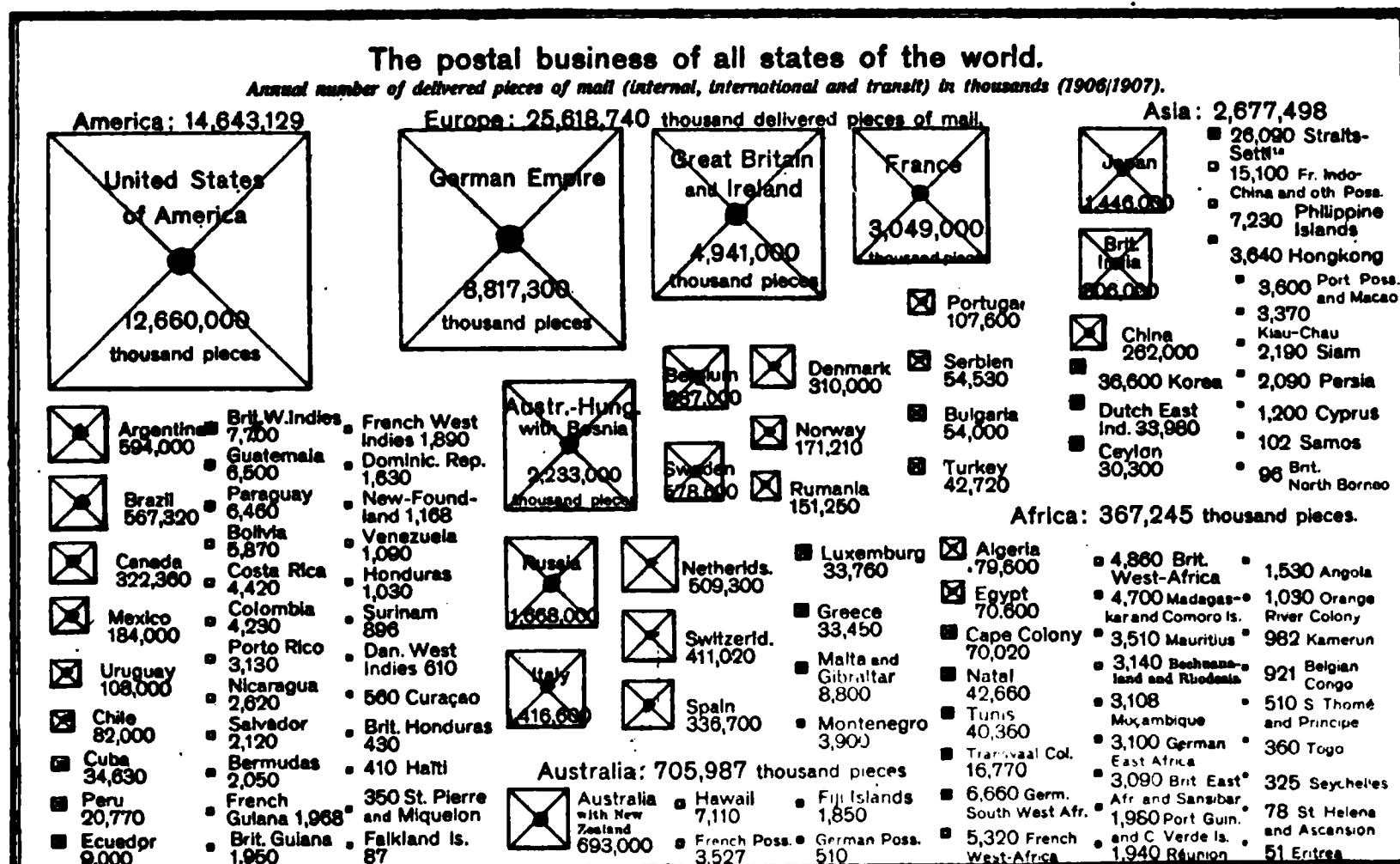
Items.	Fiscal year.	
	1911	1912
REVENUES.		
Ordinary postal revenues.....	\$23 907,557.29	\$241,422,336.86
Revenues from money-order business.....	72,266.31	5,321,679.02
Total revenues from all sources.....	\$237. 79,823.60	\$246,744,015.88
EXPENDITURES.		
Expenditures on account of the fiscal year.....	\$238,623,350.37	\$248,624,940.29
Total revenues during the year.....	237,879,823.60	246,744,015.88
Excess of expenditures over revenues.....	\$743,526.77	\$1,880,924.41
Amount of losses by fire, burglary, bad debts, etc.....	11,778.80	4,088.90
Deficit in the postal revenues.....	755,305.57	1,885,013.31

EXPENDITURES, APPROPRIATIONS AND ESTIMATES FOR ALL TRANSPORTATION SERVICES EXCEPT RURAL DELIVERY AND STAR ROUTE SERVICE.

Service, etc.	Expenditures for fiscal year ended June 30, 1912.	Appropriation for fiscal year ending June 30, 1913.	Estimate for fiscal year ending June 30, 1914.
Star service in Alaska.....	\$232,826.58	\$250,000.00	\$508,300.00
Steamboat service.....	820,470.18	853,700.00	909,900.00
Mail-messenger service.....	1,605,514.60	1,681,900.00	2,167,300.00
Pneumatic-tube service.....	932,566.36	987,400.00	962,200.00
Wagon service (in cities).....	1,690,682.04	1,732,000.00	2,160,600.00
Mail bags, etc.....	284,505.39	282,000.00	355,500.00
Labor in mail-bag repair shop.....	99,003.59	102,000.00	108,300.00
Subworkshop, Chicago, Ill.....	2,461.97	2,400.00	2,400.00
Mail locks and keys.....	11,302.90	12,000.00	15,000.00
Labor in mail-lock repair shop.....	33,991.91	36,500.00	38,000.00
Railroad transportation.....	47,298,087.47	47,646,000.00	49,661,000.00
Tabulating information relative to railroad companies.....	5,431.99		
Freight on mail bags, postal cards, etc.....	424,774.18	\$648,200.00	500,000.00
Railway post-office cars.....	4,521,324.35	4,707,000.00	5,393,000.00
Railway mail service.....	20,876,963.37	25,209,224.00	26,673,488.00
Electric and cable car service.....	682,544.65	728,000.00	847,400.00
Total inland service.....	79,522,451.53	84,878,324.00	90,302,388.00
Foreign mail service:			
Transportation.....	3,241,564.72	3,748,400.00	3,981,900.00
Assistant superintendent, New York, N.Y.....	2,500.00	2,500.00	2,500.00
Balance due foreign countries.....	472,116.39	486,400.00	475,000.00
Delegates to International Postal Union at Madrid.....		5,000.00	
Miscellaneous expenses.....		1,000.00	1,000.00
Aggregate.....	83,238,632.64	89,121,624.00	94,762,788.00

*Star service, except in Alaska, transferred to office of Fourth Assistant Postmaster General.

*Includes \$123,200 made immediately available for deficiency for fiscal year 1912.



POSTAL SERVICE OF

Name of Countries.	No. of Post Offices.	No. of Letter Boxes.	No. of Employees.	Number of Letters.		Number of Post Cards.	
				Postage Prepaid.	Not Prepaid.	Single	With reply paid.
	1	2	3	4	5	6	7
Germany...	50,777	155,766	233,270*	2,476,780,330	43,892,540	1,617,230,530	Inc. Col. 6
Austria.....	10,312	44,467	71,262†	603,418,660	10,401,620	447,389,720	4,069,250
Belgium....	1,658	11,143	10,874	139,531,772	605,228	96,005,799	335,036
Denmark....	1,629	11,981	8,455	97,485,230	389,916	31,837,730	89,650
France.....	14,379	79,274	15,773	1,219,760,025	3,852,599	527,516,500	75,430
Great Britain.	24,387	71,986	110,462*	3,044,549,000	Inc. Col. 4	881,971,000	Inc. Col. 6
Italy.....	11,089	39,767	233,811	261,727,940	4,794,832	138,955,214	10,373,550
Japan.....	7,790	67,694	50,320	347,068,083	Inc. Col. 4	966,142,328	Inc. Col. 6
Mexico.....	2,911	2,285	72,008	58,100,443	33,801	6,468,698	27,819
Norway.....	3,496	5,271	9,322	49,316,000	163,000	13,321,000	246,200
Netherlands..	1,511	6,210	6,174	111,718,854	844,350	89,919,830	620,802
Portugal.....	4,061	6,135	10,623	28,661,037	91,005	16,736,613	18,640
Russia.....	16,452	31,714	8,492	724,871,540	21,329,899	304,953,527	14,392,093
Spain.....	5,573	9,005	95,187	114,217,174†	.....	9,304,872	83,352
Sweden.....	4,121	7,940	11,397	118,524,171	296,602	33,943,727	363,218
Switzerland...	9,968	13,472	17,462	149,083,319	258,720	87,797,757	490,699

* Includes employees in postal, telegraph and telephone services.
† Includes employees in postal and telegraph services.

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FOREIGN MAIL SERVICES.

The cost of the Foreign Mail Service during the fiscal year ended June 30, 1912, was distributed as follows:

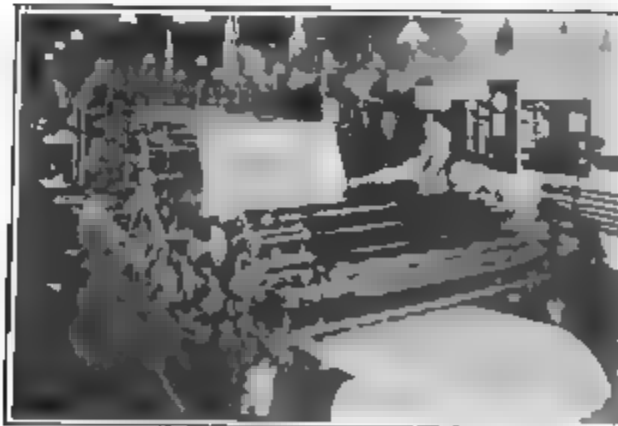
Trans-Atlantic service.....	\$1,623,720.81
Trans-Pacific service.....	306,503.07
Miscellaneous service.....	754,795.30
Panama Railroad service for transit of mails of United States origin..	67,937.48
Sea post service.....	73,296.13
Steamboat transfer service, New York, and other miscellaneous expenditures.....	\$29,330.13

Making the aggregate cost of the service.....\$3,794,582.92

The weights of the mails dispatched by sea to foreign countries was:

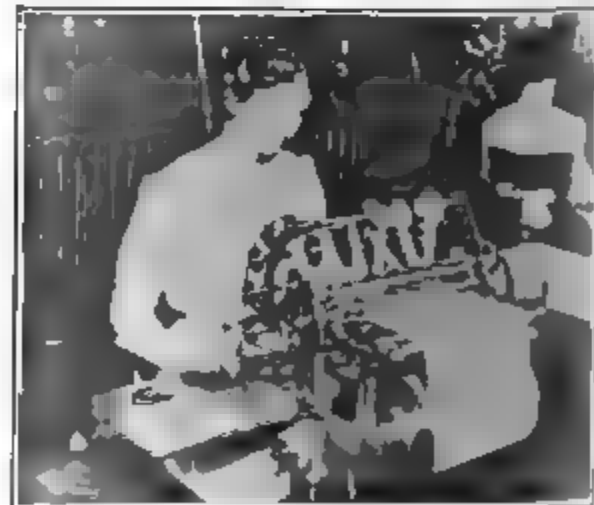
	Pounds.
Letters and post cards.....	2,978,532
Other articles.....	13,085,607
Total.....	21,063,549

In the Trans-Pacific service, steamers of United States register carried a total of 23,495,841 grams, equal to 51,698 pounds of letters, and 313,228,417 grams, equal to 690,665 pounds of prints, and the total compensation they received was \$116,868.47.



PRINTING POSTAL CARDS.

This work is now done in the Government Printing Office at Washington.



COILING POSTAGE STAMPS

THE WORLD—Domestic.

Printed matter 8	Commercial papers, 9	Samples of merchandise 10	Total including free matter 11	Number 12	Value in dollars, 13
1,533,666,130	19,990,630	67,372,810	5,951,037,230	174,933,220	\$2,178,084,336 15
160,884,250		16 1.7,220	1 348,714,830	31,773,970	310,536,607.63
339,301,099	3,558,074	6 773,530	683 232 614	4,462,189	87 348,323 68
17,119,932		747 232	147 699 690	4 683 249	52 526,330 90
1,340,676,758	54,303,215	72,181,122	3,333 800 657	62,271,463	559,824,312 65
1,219,894 000	Inc Col 4	Inc Co 4	5 146,414 000	139 358 000	439 781,392 80
729,157,500	10 123,190	10 821,020	1,238,648,558	24,064,001	496,239 303 30
237,453,694	19 813 806	6,987,629	1 637 180 446	18 364,012	124,737 126 76
86 975,467	128,409	264,704	155,709,902	1,402,130	22,214 368 90
9,000,000	106,000	204 500	78,781 700	922 519	14,332 634 85
257,608 546		2,476,220	417,406 258	6,344 914	35 936,077 87
32,167 567	749,080	1,092 778	82 530 618	794,653	11,767,636 92
146,780 940	12,592,170	10,794 581	1,457 517 584	41,930,398	1,074,242 550 17
139,615,236		1,429 626	281,373 898	292 348	1,781,509 66
45 357,535	598,647	1,053 161	265,363 522	8,204 379	78,501,785 19
67,062,703		1 477 836	321 271 273	5 991,885	124,734,419 70

† Prepayment of ordinary letters is required in Spain.

‡ Includes money orders by telegraph.

Muan & Co., Inc.

VALUE OF POSTAGE STAMPS ISSUED IN THE UNITED STATES,
YEAR ENDING JUNE 30, 1912

Adhesive postage stamps.	Ordinary.	Postage-due.
1-cent.....	3,702,640,699	8,580,399
1-cent, in coils.....	58,533,500	
1-cent, in stamp books.....	206,507,976	
2-cent.....	5,056,061,799	20,163,699
2-cent, in coils.....	183,242,000	
2-cent, in stamp books.....	291,153,158	
3-cent.....	67,439,299	612,000
3-cent, in coils.....	1,005,500	
4-cent.....	91,499,199	
4-cent, in coils.....	454,000	
5-cent.....	109,973,499	1,872,199
5-cent, in coils.....	30,000	
6-cent.....	38,750,499	
8-cent.....	27,282,499	
10-cent.....	78,169,699	5,373,099
15-cent.....	13,573,119	
20-cent.....		2,139
40-cent.....	696,123	3,729
1-dollar.....	143,836	
2-dollar.....	1,238	
5-dollar.....	1,008	
10-cent special-delivery.....	15,196,378	
10-cent registry.....	16,498,669	
Total.....	9,960,968,785	
Value.....	\$181,121,762.59	\$1,241,166.99

The total issue of postage stamps, stamp books, stamped envelopes, newspaper wrappers, postal cards and international reply coupons for the

fiscal year ending June 30, 1912, was \$227,593,704.10. The international reply coupons was the smallest item, the amount being only \$6,251.34.

POSTAL SERVICE OF THE WORLD—Continued.

Foreign postal matter received.	Number of Letters.		Number of post cards		Printed matter.	Commercial papers.	Samples of merchand'g	Total including free matter.	Money orders issued.	
	Postage prepaid. 1	Not prepaid. 2	Single 3	With reply paid. 4					Number. 9	Value in dollars. 10
Germany ..	154,781,090	2,341,940	97,348,780	In. Col. (3)	61,397,760	2,826,780	11,301,230	333,940,290	6,549,020	\$66,051,131.12
Austria ..	142,413,050	1,464,340	83,004,580	628,580	50,048,910	291,050	8,212,620	289,359,700	7,128,440	87,411,000.37
Belgium ..	32,233,084	665,980	12,364,508	29,328	23,535,668	446,056	2,067,988	71,493,032	747,078	10,317,258.54
Denmark ..	9,117,914	119,808	3,915,769	4,043	3,427,073	39,923	506,167	17,129,697	428,324	3,588,232.26
France ..	94,455,932	402,016	5,591,726	240,577	52,435,336	868,875	3,993,739	157,988,201	2,081,214	27,024,681.20
Great Britain.	140,242,000	2,009,000*	23,529,000	In. Col. (3)	45,606,000	In. Col. (5)	2,030,896	211,386,000	8,890,000	59,131,648.80
Italy ..	41,760,110	1,590,045	11,375,131	125,230	24,161,450	269,715	2,030,896	81,432,406	2,652,945	53,240,279.12
Japan ..	13,162,403	66,863	8,597,328	62,602	4,962,987	139,841	165,885	28,021,430	163,436	5,550,862.54
Mexico ..	10,459,005	186,549	939,098	3,954	7,684,983	19,154	121,286	19,625,107	173,127	3,807,800.34
Norway ..	8,339,300	106,800	2,482,000	5,200	3,798,000	23,000	331,400	15,100,200	220,882	4,402,067.13
Netherlands.	25,890,468	317,633	8,206,788	51,741	13,282,055	194,727	1,310,071	49,114,774	671,752	7,003,912.73
Portugal.....	6,825,851	56,017	1,266,466	2,067	3,452,163	167,333	178,423	11,967,650	33,045†	584,656.83
Russia.....	72,535,639	1,061,469	28,247,788	1,524,150	36,774,443	1,709,817	3,436,409	145,269,715	1,132,767	20,014,226.61
Spain.....	19,471,242	282,378	2,917,158	31,440	30,988,902	249,640	1,316,196	55,338,834	364,916†	6,256,909.85
Sweden ..	14,914,302	143,273	3,399,253	6,968	5,644,756	55,705	603,408	24,822,928	1,127,117	13,424,895.10
Switzerland..	35,847,863	990,768	17,971,835	46,589	20,681,009	232,153	2,141,612	78,061,474		

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* Includes free matter.

† Includes money by telegraph.

The image shows a model of a Domestic Money Order Form. It is divided into several sections:

- STUB (10008):** Contains a vertical scale from 1 to 100.
- SAMPLE BOOK (10008):** Contains a vertical scale from 1 to 100.
- RECEIPT (10008):** Contains a vertical scale from 1 to 100.
- SPECIMEN (10008):** Contains a vertical scale from 1 to 100.

 The form also includes various fields for 'POSTAGE PREPAID', 'NOT PREPAID', 'SINGLE', and 'WITH REPLY PAID'. It features a large 'SPECIMEN' watermark and a 'POSTAGE' stamp area.

Reproduced by permission of the Post Office Department.
MODEL OF DOMESTIC MONEY ORDER FORM.

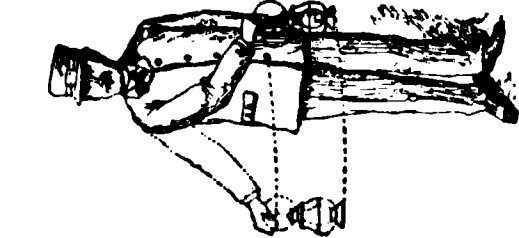
POSTAL SERVICE OF THE WORLD—Continued.

Foreign postal matter sent out.	Number of Letters.		Number of post cards		Printed matter.	Commercial papers.	Samples of merchand'g	Total including free matter.	Money orders paid.	
	Postage prepaid. 1	Not prepaid. 2	Single. 3	With reply paid. 4					Number. 9	Value in dollars. 10
Germany.....	153,889,070	1,713,320	64,726,040	Inc. Col.(3)	103,031,620	1,089,800	9,410,650	334,692,810	4,733,340	\$54,840,825.93
Austria.....	132,280,600	2,406,970	59,311,730	491,320	65,409,060	116,860	7,619,040	270,880,830	5,239,737	57,756,866.75
Belgium.....	39,507,697	176,452	14,488,730	32,047	30,805,339	322,201	2,065,835	87,505,351	763,367	11,556,913.15
Denmark.....	12,537,525	75,361	3,667,976	6,903	2,849,951	48,139	317,135	19,502,990	247,820	3,287,676.50
France.....	102,016,301	400,513	6,035,876	220,073	108,206,866	1,047,393	7,906,104	225,833,126	1,984,660	21,886,120.87
Great Britain..	165,078,000	1,693,000†	17,688,300	Inc. Col.(3)	102,603,000	Inc. Col.(5)	Inc. Col.(5)	287,062,600	852,760	14,777,775.30
Italy.....	41,080,559	1,608,112	11,588,735	121,641	23,370,833	271,968	2,016,156	80,180,401	514,569	8,695,580.26
Japan.....	15,621,318	30,878	8,692,133	88,644	9,023,362	258,334	345,750	34,511,967	22,792	346,532.46
Mexico.....	11,347,651	6,266	1,532,070	5,296	4,131,059	14,449	54,301	17,285,338	169,592	3,824,020.39
Norway.....	6,656,172	73,302	1,742,404	1,955	1,593,109	43,849	92,749	10,241,019	305,453	2,359,573.99
Netherlands...	22,061,730	205,681	8,713,066	67,712	14,506,554	163,710	1,335,312	47,125,288	467,308	4,040,417.94
Portugal.....	6,570,671	45,422	1,498,895	2,511	3,153,468	123,960	128,608	11,542,551	47,663*	563,403.09
Russia.....	48,232,449	3,694,998	21,101,442	488,846	13,984,481	606,976	1,837,053	89,946,245	646,677	10,690,727.47
Spain.....	15,793,716	161,862	3,478,698	14,784	17,647,290	108,996	506,826	37,781,016	.....	.....
Sweden.....	9,406,761	199,134	2,442,934	4,745	2,162,121	61,893	163,631	14,511,627	425,789*	3,800,474.90
Switzerland...	26,995,469	443,576	21,201,796	59,744	15,408,213	236,560	1,512,565	66,115,351	1,935,271	17,098,007.03

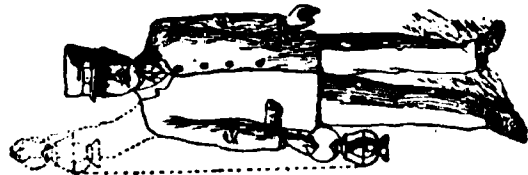
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* Includes money by telegraph.

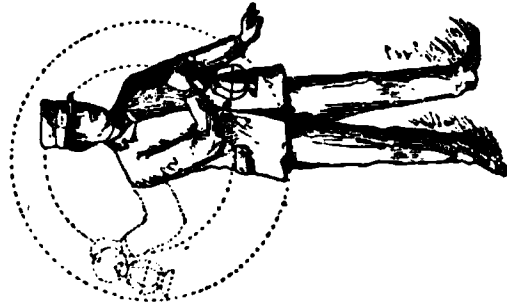
† Includes free matter.



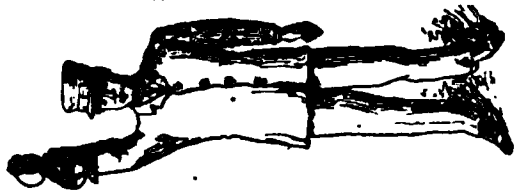
(a)



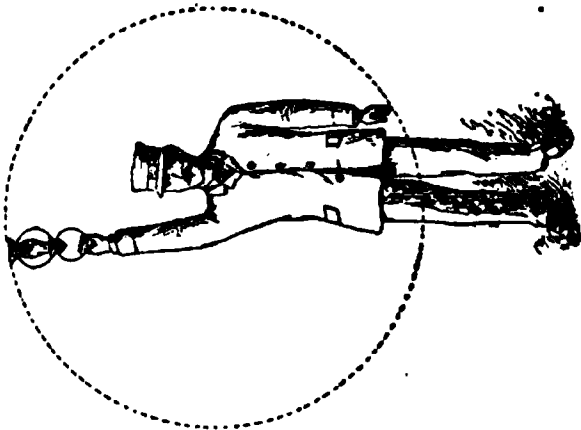
(b)



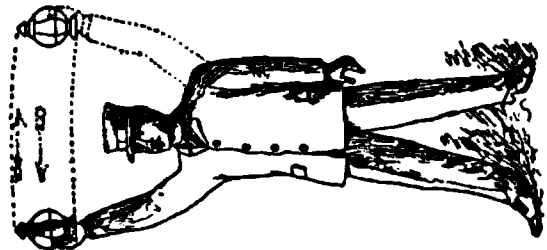
(c)



(d)



(e)



(f)

STANDARD LAMP SIGNALS
ON RAILROADS.

- (a) STOP—Swing crosswise of track.
- (b) PROCEED—GO AHEAD—Raise up and down.
- (c) BACK—Swing vertically in circle above head.
- (d) RELEASE AIR BRAKE.—Hold lamp above head.
- (e) TRAIN HAS PARTED.—Swing in circle at arm's length.
- (f) APPLY AIR BRAKE.

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ESTIMATED TOTAL MAIL DELIVERED AND COLLECTED BY RURAL DELIVERY CARRIERS ANNUALLY, BASED ON A COUNT IN MAY, 1911.

Class of matter.	Delivered.		Collected.		Total.	
	Number.	Weight.	Number.	Weight.	Number.	Weight.
First class:		<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>
Letters.....	402,346,951	12,224,392	260,288,602	6,086,496	722,635,553	18,310,888
Postal cards.....	220,824,766	2,707,168	128,116,628	1,530,636	348,941,394	4,237,804
Miscellaneous.....	1,488,779	303,453	302,740	65,276	1,791,519	368,729
Total.....	684,660,496	15,235,013	388,707,970	7,682,408	1,073,368,466	22,917,421
Second class:						
Newspapers.....	996,710,156	175,322,207	1,459,579	333,379	998,169,735	175,655,586
Magazines.....	95,318,801	29,165,207	225,608	82,890	95,544,409	29,248,097
Free in county.....	169,349,819	24,557,233	124,710	19,286	169,474,529	24,576,519
Transient.....	11,606,341	2,542,016	3,178,762	600,019	14,785,103	3,142,035
Total.....	1,272,985,117	231,586,663	4,988,659	1,035,574	1,277,973,776	232,622,237
Third class:						
Books.....	4,033,761	3,364,075	256,209	175,066	4,289,970	3,539,141
Circulars.....	258,855,886	20,331,815	3,804,808	271,634	262,660,694	20,603,449
Miscellaneous.....	34,723,736	7,840,204	1,637,869	361,915	36,361,505	8,202,119
Total.....	297,613,383	31,536,094	5,698,886	808,615	303,312,269	32,344,709
Fourth class:						
Merchandise packages...	30,161,408	14,266,782	3,255,429	1,463,269	33,416,837	15,730,051
Franked and penalty:						
Franked letters.....	4,125,727	295,126	230,649	10,898	4,356,376	306,024
Franked documents.....	6,450,969	1,292,804	108,277	27,404	6,559,246	1,320,208
Penalty letters.....	11,591,630	548,580	1,060,715	58,511	12,652,345	607,091
Penalty documents.....	3,600,444	487,313	102,139	18,659	3,702,583	505,972
Total.....	25,768,770	2,623,823	1,501,780	115,472	27,270,550	2,739,295
Foreign:						
Letters.....	4,683,176	200,392	2,295,487	110,171	6,978,663	310,563
Miscellaneous.....	2,262,328	374,018	305,852	44,292	2,568,180	418,310
Total.....	6,945,504	574,410	2,601,339	154,463	9,546,843	728,873
Registered:						
Letters.....	1,165,474	119,937	734,593	65,300	1,900,067	185,237
Miscellaneous.....	376,651	225,557	129,617	52,718	506,268	278,275
Total.....	1,542,125	345,494	864,210	118,018	2,406,335	463,512
Grand total.....	2,319,676,803	296,168,279	407,618,273	11,377,819	2,727,295,076	307,546,098

RURAL DELIVERY.

On June 30, 1912, service was in operation on 42,199 routes served by 42,081 carriers at an annual cost of \$40,655,740.

The total mileage of rural routes in operation June 30, 1912, was 1,021,492, and the daily travel by carriers was 1,012,722 miles, the average mileage per route being 24.20. The average cost per mile traveled was \$0.1307.

GROWTH OF THE SERVICE.

There were 42,199 routes in operation on June 30, 1912; of these, 699 routes were operated tri-weekly, being an increase of 91 over the previous year.

In 1897 there were 82 routes, for which an appropriation of \$40,000 was made; the expenditure that year was \$14,840. In 1900 there were 1,259 routes, the appropriation was \$450,000, the expenditure \$420,433, which was an increase of \$270,421 over that of the preceding year. In 1905 the number of routes was 32,055, the appropriation \$21,116,600, the expenditure \$20,864,885, an excess of \$8,219,610 over that of

the year before. In 1912 there were 42,199 routes, the appropriation was \$42,790,000, the expenditure \$41,859,422, an increase of \$4,733,792 over the expenditure of 1911.

AMOUNT OF MAIL HANDLED.

In May, 1911, a count was made of the amount and weight of mail of all classes delivered and collected by the rural-delivery carriers. From this count the estimate given in the table above has been made of the amount and weight of mail handled annually on rural routes.

The first aerial dispatch of United States mail occurred in September, 1911, when 43,000 pieces were carried from Aeroplane Postal Station No. 1 on Nassau Boulevard to Mineola, Long Island. The progress being made in the science of aviation encourages the hope that ultimately the regular conveyance of mail by this means may be practicable. Such a service, if found feasible, might be established in many districts where the natural conditions preclude other means of rapid transportation.

PARCELS DISPATCHED TO AND RECEIVED FROM FOREIGN COUNTRIES DURING THE FISCAL YEAR ENDING JUNE 30, 1912, AND INCREASE OVER PREVIOUS YEARS.

Country.	Dispatched				Received.			
	Number.	Per cent increase.	Weight.	Per cent increase.	Number.	Per cent increase.	Weight.	Per cent increase.
			<i>Pounds.</i>				<i>Pounds.</i>	
Australia.....	14,976	19.12	47,944	29.43	2,720	6.04	7,894	4.91
Austria.....	12,217	34.38	33,417	49.63	2,249	8.08	13,258	7.08
Bahamas.....	4,277	16.18	10,605	12.59	531	18.92	1,188	8.93
Barbados.....	4,822	20.27	12,065	25.01	1,132	11.30	1,888	5.77
Belgium.....	4,913	12.37	11,082	25.78	2,738	7.16	18,888	9.95
Bermuda.....	6,054	32.64	12,588	38.66	2,038	37.70	4,677	31.56
Bolivia.....	6,355	20.22	66,287	34.34	107	28.91	386	53.47
Brazil.....	7,353	222.76	30,904	215.22	102	(*)	299	(*)
British Guiana.....	2,237	12.31	5,608	16.12	385	14.24	774	11.52
Chile.....	9,608	40.31	50,219	47.42	667	6.71	2,032	13.75
China.....	9,535	4.82	36,084	27.64	2,665	18.78	8,075	25.19
Colombia.....	23,684	28.41	151,843	32.57	1,186	164.14	7,691	308.12
Costa Rica.....	14,827	17.26	91,920	29.07	1,689	367.35	8,211	638.39
Danish West Indies.....	3,290	23.54	8,475	22.35	309	56.05	783	72.05
Denmark.....	9,009	25.35	15,506	31.35	7,941	7.45	24,087	12.85
Dutch Guiana.....	380	33.80	1,093	38.79	47	27.69	119	162.96
Ecuador.....	7,728	32.37	46,722	43.24	308	47.35	899	45.69
France.....	12,820	30.18	26,987	78.22	6,520	94.22	44,218	248.72
Germany.....	65,078	19.39	165,725	15.34	126,403	9.46	825,189	6.51
Great Britain.....	189,152	13.42	328,649	17.64	137,736	18.98	613,962	31.52
Guatemala.....	6,795	40.39	87,853	126.18	744	552.63	3,568	659.15
British Honduras.....	4,100	11.93	10,071	17.05	896	175.50	1,496	217.52
Republic of Honduras.....	7,646	48.18	44,975	68.72	707	1,059.01	3,231	2,207.85
Haiti.....	1,143	69.64	3,732	113.74	45	(*)	257	(*)
Hongkong.....	2,298	7.50	7,533	11.27	1,760	58.41	4,894	92.22
Hungary.....	6,878	20.75	18,478	46.30	2,748	96.67	17,096	108.61
Italy.....	47,727	13.07	112,034	19.85	10,300	31.68	76,965	31.39
Jamaica.....	16,335	25.83	33,804	28.92	2,739	13.14	5,595	21.39
Japan.....	38,080	13.81	108,202	21.14	40,415	2.48	138,580	15.75
Leeward Islands.....	2,727	14.77	7,818	13.22	399	15.58	990	4.21
Mexico.....	78,529	5.44	407,529	11.57	19,667	6.19	49,690	17.94
Netherlands.....	4,158	23.34	9,933	21.63	1,851	77.98	7,977	100.33
Newfoundland.....	7,535	34.57	12,014	24.08	1,799	8.02	3,002	4.78
New Zealand.....	8,421	25.72	30,654	35.70	1,208	17.16	3,358	21.71
Nicaragua.....	6,651	24.60	36,565	26.76	328	560.00	1,520	1,025.92
Norway.....	16,324	14.79	28,549	24.96	14,923	3.39	35,671	23.40
Peru.....	8,852	25.38	53,352	36.74	536	38.86	1,351	19.45
Salvador.....	5,336	22.47	34,250	26.51	103	27.16	433	27.72
Sweden.....	23,490	14.32	46,019	33.75	7,757	16.07	30,524	58.26
Trinidad.....	3,734	7.70	9,827	2.75	781	1.43	1,758	10.91
Uruguay.....	2,206	102.56	10,536	171.19	80	19.40	236	19.79
Venezuela.....	7,984	20.99	48,218	28.12	194	12.51	685	16.03
Windward Islands.....	991	5.88	2,510	7.36	218	15.24	520	18.72
Curacao ⁴	320	.....	1,014	.....	30	.....	75	.....
Total.....	718,828	.....	2,270,215	.....	406,456	.....	1,967,779	.....

¹ Decrease.

² No parcels received during year ended June 30, 1911. Convention effective May 29, 1911.

³ No parcels received during year ended June 30, 1911. Convention effective May 1, 1911.

⁴ Convention effective Jan. 1, 1912.

During the last fiscal year the Department paid \$1,295,598.83 for the manufacture of stamped envelopes and newspaper wrappers. Under the new contract beginning July 1, 1912, the prices for the four-year term will be \$297,380 less than the same quantities would have cost under the old contract.

The annual rate of expenditure for the salaries of presidential postmasters on July 1, 1911, was \$14,566,700, as follows: First class, \$1,828,900, second class, \$4,576,100, third class, \$8,361,700.

To reward postal employees for the invention of labor-saving devices legislation was obtained as follows:

"The Postmaster General is hereby authorized to pay, in his discretion, rewards to postal employees whose inventions are adopted for use in the postal service, and for that purpose the sum of \$10,000 is hereby appropriated."

The postal service is using nearly 2,000,000,000 yards of jute twine yearly for tying packages of letters.

MAILINGS OF SECOND-CLASS PUBLICATIONS.

Totals of the number of publications of the various frequencies of issue and news agents mailing at the pound rate of postage June 30, 1912.

Daily.....	2,514
Tri-weekly.....	59
Semi-weekly.....	650
Weekly.....	17,217
Semi-monthly.....	567
Monthly.....	5,277
Bi-monthly.....	254
Quarterly.....	1,351
Other periods.....	255
Total.....	28,144
News agents.....	3,200
Publications admitted under the act of March 3, 1879.....	26,657
Publications admitted under the act of July 16, 1894.....	1,469
Publications admitted under the act of June 6, 1900.....	18
Total.....	28,144

Stamps were first introduced in America by the English Stamp Act of 1765; this act was opposed by the First American Congress in Nov. 1765 and repealed in 1776.

Number of pounds of second-class matter mailed at the cent-a-pound and free-in-county

rates during the fiscal year ended June 30, 1912:

Subscribers' copies:

Free in county.....	58,017,631
At cent-a-pound rate.....	927,260,451
Sample copies at cent-a-pound rate.....	12,679,904
Total at cent-a-pound rate.....	939,940,355
Total mailings at cent-a-pound rate and free-in-county.....	997,957,986
Estimated weights of mailings of second-class matter at other than the cent-a-pound and free-in-county rates during the fiscal year 1912, based on the special weighing of mails in 1907:	

	Pounds.
At transient second-class rate of 1 cent for each 4 ounces.....	29,494,990
At special rate of 1 cent a copy..	1,825,482
At special rate of 2 cents a copy	3,732,097
Total.....	35,052,569

RECAPITULATION.

Weight of mailings of second-class matter at the cent-a-pound and free-in-county rates	997,957,986
Weight of mailings at other rates	35,052,569

Aggregate weight of mailing of second-class matter.....1,033,010,555

REGISTERED MAIL ITEMS WITH TOTAL AMOUNTS FOR THE YEAR ENDING JUNE 30, 1912.

Paid registrations:	
Domestic letters.....	25,761,638
Domestic parcels.....	7,295,130
Foreign letters.....	3,924,637
Foreign parcels.....	777,762
Official paid.....	154,567
Total paid registrations.....	37,913,734
Official free, inclusive of postal savings system.....	4,095,987
Official free, on business of postal savings system only...	79,556
Official free (special).....	145,723
Total free registrations.....	4,321,266
Total number of letters and parcels registered, paid and free.....	42,235,000
Distribution letters and parcels re-registered free.....	1,385,498
Aggregate number of letters and parcels registered, paid, official free, and distribution free.....	43,620,498
Total free and distribution re-registered free.....	5,706,764
Amount collected for registry fees.....	3,791,373.40

GROWTH OF THE DOMESTIC MONEY-ORDER SYSTEM.

For the year ending June 30, 1912, the total number of money-order offices in operation was 52,815; the number of orders issued was 84,539,212; their value \$583,337,003.96; the number of orders paid and repaid, 84,686,907; their value \$584,358,032.94; the number of excess of payments and repayments over issues, 147,695, their value \$1,021,028.98; the amount in fees received, \$4,967,746.84; average amount of orders, \$6.90; average amount of fees, \$0.0582.

STAMP BOOKS.

During the fiscal year ending June 30, 1912, 25,736,946 stamp books were issued, having a value of \$8,145,512.34.

STAMP COILS.

During the fiscal year ending June 30, 1912 459,204 stamp coils were issued for use in stamping machines. The total value of the stamps which were made up in coils was \$4,363,273.60.

POSTAL CARDS.

During the fiscal year ending June 30, 1912, 909,411,045 postal cards were issued, having a value of \$9,326,562.40. By far the largest number of postal cards were the one-cent card bearing a portrait of the late President McKinley. There were 944,927,198 cards issued of this variety in 1911.

STAMPED ENVELOPES AND NEWS-PAPER WRAPPERS.

During the fiscal year ending June 30, 1912, 449,248,500 ordinary stamped envelopes and wrappers were issued, the value being \$158,777.72, while 1,235,375,661 return card envelopes were issued, having a value of \$25,546,037.55, making a total of 1,684,624,161, with a value of \$33,704,815.27.

Fees of 8 cents each on special delivery mail were claimed by postmasters last year to the total amount of \$1,469,177.80, indicating that 18,364,722 pieces of mail of this character were delivered, being an increase of 1,608,223 pieces over last year, or 9.58 per cent. These figures relate to all post offices, irrespective of class.

IMITATIONS OF STAMPS.

No adhesive stamps, of any form or design whatever, other than lawful postage stamps, are permitted to be affixed to the address side of domestic mail matter, but such adhesive

stamps, provided they do not in form resemble lawful postage stamps, and do not bear numerals, may be affixed to the reverse side of domestic mail matter.

PART II.

PRACTICAL POSTAL INFORMATION.

DOMESTIC MAIL MATTER.

CLASSIFICATION.

1. Domestic mail matter includes matter deposited in the mails for local delivery, or for transmission from one place to another within the United States, or to or from or between the possessions of the United States, and is divided into four classes:

First. Written and sealed matter, postal cards and private mailing cards.

Second. Periodical publications. (Rates for publishers and news agents only.)

Third. Miscellaneous printed matter (on paper).

Fourth (Parcel Post). All matter not included in previous classes.

2. Porto Rico and Hawaii are included in the term "United States." The Philippine Archipelago, Guam, Tutuila (including all adjacent islands of the Samoan group which are possessions of the United States), and the Canal Zone are included in the term "Possessions of the United States." The term "Canal Zone" includes all the territory purchased from the Republic of Panama, embracing the "Canal Zone" proper and the islands in the Bay of Panama named Perico, Naos, Culebra and Flamenco.

3. Domestic rates and conditions apply to mail matter addressed to officers or members of the crew of vessels of war of the United States, to matter sent to the United States Postal Agency at Shanghai, China, and, with certain exceptions, to that sent to Canada, Cuba, Mexico and the Republic of Panama. The domestic rate applies also to letters, but not to other articles, addressed to Great Britain, Ireland and Newfoundland, and to letters for Germany despatched only by steamers which land the mails at German ports.

4. Pamphlet of General Postal Information.—A pamphlet of general postal information has been issued for free distribution to the public through postmasters. It contains the classification, conditions and postage rates for domestic and foreign mail matter. The information given herewith is usually sufficient. A new edition of the pamphlet has just been issued.

FIRST-CLASS MATTER.

5. Written matter, namely: Letters, postal cards, private mailing cards (post cards), and all matter wholly or partly in writing, whether sealed or unsealed (except manuscript copy accompanying proof sheets or corrected proof sheets of the same) and the writing authorized by law to be placed upon matter of other classes. All matter sealed or otherwise closed against inspection is also of the first class.

Note.—Typewriting and carbon and letter press copies thereof are held to be an equivalent of handwriting and are classed as such in all cases.

DROP LETTERS.

6. See page 336.

POSTAL CARDS.

7. Postal cards issued by the Post Office Department may bear written, printed, or other additions as follows:

(a) The face of the card may be divided by a vertical line placed approximately one-third of the distance from the left end of the card; the space to the left of the line to be used

for a message, etc., but the space to the right for the address only.

(b) Addresses upon postal cards . . . may be either written, printed or affixed thereto, at the option of the sender.

(c) Very thin sheets of paper may be attached to the card on condition that they completely adhere thereto. Such sheets may bear both writing and printing.

(d) Advertisements, illustrations or writing may appear on the back of the card and on the left third of the face.

(e) The addition to a postal card of matter other than as above authorized will annul its privileges as a postal card and subject it, when sent in the mails, to postage according to the character of the message—at the letter rate if wholly or partly in writing or the third-class rate if entirely in print. In either case the postage value of the stamp impressed upon the card will not be impaired.

(f) Postal cards must be treated in all respects as sealed letters, except that when undeliverable to the addressee they may not be returned to the sender. Undeliverable "double" postal cards will be returned to the sender if known.

(g) Postal cards bearing particles of glass, metal, mica, sand, tinsel or other similar substances are unmailable, except when enclosed in envelopes tightly sealed to prevent the escape of such particles with proper postage attached, or when treated in such manner as will prevent the objectionable substances from being rubbed off or injuring persons handling the mails.

Note.—Used postal cards which conform to the conditions prescribed for post cards may be remailed with one cent postage prepaid thereon.

8. Double postal cards should be folded before mailing. Intact double postal cards should be folded before mailing.

9. Either Half Usable Separately.—Either half of a double domestic postal card may be used separately, but postmasters will not separate them.

10. Mailing Reply Part With Initial Half Attached.—If the initial half of a double postal card be not detached when the reply half is mailed for return, the card is subject to postage according to the character of the message. The enclosure in a double postal card of unauthorized matter annuls its privileges as a postal card.

11. Reply Postal Cards to and from the Philippines.—The reply half of the Philippine double postal card of 1-cent denomination, overprinted with the word Philippine, shall be valid for postage when mailed in the United States and addressed to points in the Philippine Islands. The United States 1-cent double postal card may be mailed from the United States to the Philippine Islands, and by arrangement with the Bureau of Posts of the Philippines the reply half of the card is valid for postage when mailed in the Philippines and addressed to points in this country.

PRIVATE MAILING CARDS (POST CARDS).

12. Private mailing cards ("post cards") in the domestic mails must conform to the following conditions:

(a) A "post card" must be an unfolded piece

of cardboard not exceeding 9 by 14 centimeters (approximately 3 9-16 by 5 9-16 inches) nor less than 7 by 10 centimeters (approximately 2 3-4 by 4 inches).

(b) It must in form and in the quality and weight of paper be substantially like the Government postal card.

(c) It may be of any color not interfering with a legible address and postmark.

(d) It may or may not, at the option of the sender, bear near the top of the face the words "Post Card."

(e) The face of the card may be divided by a vertical line; the left half to be used for a message, etc., but that to the right for the address only.

(f) Very thin sheets of paper may be attached to the card, and then only on condition that they completely adhere thereto. Such sheets may bear both writing and printing.

(g) Advertisements and illustrations may appear on the back of the card and on the left half of the face.

(h) Cards, without cover, conforming to the foregoing conditions, are transmissible in the domestic mails (including the possessions of the United States) and to Cuba, Canada, Mexico, the Republic of Panama, and the United States postal agency at Shanghai, China, at the postage rate of 1 cent each.

(i) When post cards are prepared by printers and stationers for sale it is desirable that they bear in the upper right-hand corner of the face an oblong diagram containing the words "Place postage stamp here," and at the bottom of the space to the right of the vertical dividing line the words "This space for the address."

(j) Cards which do not conform to the conditions prescribed by these regulations are, when sent in the mails, chargeable with postage according to the character of the message—at the letter rate if wholly or partly in writing, or at the third-class rate if entirely in print.

(k) Cards bearing particles of glass, metal, mica, sand, tinsel or other similar substances are unmailable, except when enclosed in envelopes tightly sealed to prevent the escape of such particles, or when treated in such manner as will prevent the objectionable substances from being rubbed off or injuring persons handling the mails. Cards mailed under cover of sealed envelopes (transparent or otherwise) are chargeable with postage at the first-class rate; if enclosed in unsealed envelopes they are subject to postage according to the character of the message—at the first-class rate if wholly or partly in writing, or the third-class rate if entirely in print; and the postage stamps should be affixed to the envelopes covering the same. Postage stamps affixed to matter enclosed in envelopes cannot be recognized in payment of postage thereon.

ARTICLES INCLUDED IN FIRST-CLASS MATTER.

13. Assessment notices (printed) with amount due written therein. Albums (autograph) containing written matter. Blank books with written entries; bank checks filled out in writing, either canceled or uncanceled; legal and other blank printed forms signed officially. Blank forms, filled out in writing. Cards or letters (printed) bearing a written date, where the date is not the date of the card, but gives information as to when the sender will call or deliver something otherwise referred to, or is the date when something will occur or is acknowledged to have been received. Cards (printed) which by having a signature attached are converted into personal communications, such as receipts, orders for articles furnished by addressee, etc. Cards (visiting) bearing

written name, except single cards enclosed with third or fourth class matter, and bearing the name of the sender. Certificates, checks, receipts, etc., filled out in writing. Communications entirely in print, with exception of name of sender, sent in identical terms by many persons to the same address. Copy (manuscript or typewritten) unaccompanied by proof sheets thereof. Diplomas, marriage or other certificates, filled out in writing. Envelopes bearing written addresses. Folders made of stiff paper, the entire inner surface of which cannot be examined except at the imminent risk of breaking the seal, and those having many folds or pages, requiring the use of an instrument of any kind in order to thoroughly examine the inner surfaces are subject to the first-class rate of postage. Hand or typewritten matter and letter press or manifold (carbon) copies thereof. Imitations or reproductions of hand or typewritten matter not mailed at the post office window or other depository designated by the postmaster in a minimum number of twenty identical copies. Legal and other blank printed forms signed officially. Letters (old or re-mailed) sent singly or in bulk. Manuscripts or typewritten copy, when not accompanied by proof sheets thereof. Marriage certificates filled out in writing. Old letters sent singly or in bulk. Original typewritten matter and manifold or letter-press copies thereof. Price lists (printed) containing written figures changing individual items. Receipts (printed) with written signatures. Sealed matter of any class, or matter so wrapped as not to be easily examined, except original packages of proprietary articles of merchandise put up so that each package may be examined in its simplest mercantile or sample form, and seeds and other articles that may be enclosed in sealed transparent envelopes. Stenographic or shorthand notes. Typewritten matter, original letter-press and manifold copies thereof. Unsealed written communications. Visiting cards (written), except single cards enclosed with third or fourth class matter, and bearing the name of the sender.

SECOND-CLASS MATTER.

14. Includes newspapers and periodicals bearing notice of entry as second-class matter. A pamphlet containing the laws governing mailable matter of the second class and regulations thereunder will be furnished postmasters, interested publishers and news agents.

THIRD-CLASS MATTER.

15. Printed matter under the following conditions is third-class matter:

16. Printed Matter Defined.—Printed matter is the reproduction upon paper by any process, except handwriting and typewriting, not having the character of actual personal correspondence, of words, letters, characters, figures or images, or any combination thereof. Matter produced by the photographic process (including blueprints) is printed matter.

17. Circulars.—A circular is defined by law to be a printed letter which, according to internal evidence, is being sent in identical terms to several persons. A circular may bear a written, typewritten or hand-stamped date, name and address of person addressed and of the sender, and corrections of mere typographical errors.

18. Where a name (except that of the addressee or sender), date (other than that of the circular), figure, or anything else is written, typewritten or hand stamped in the body of the circular for any other reason than to correct a genuine typographical error, it is

subject to postage at the first-class (letter) rate, whether sealed or unsealed.

19. Exception.—If such name, date or other matter be hand stamped, and not of a personal nature, the character of the circular as such is not changed thereby.

20. Reproductions or imitations of handwriting and typewriting obtained by means of the printing press, neostyle, hectograph, multi-graph, or similar process, will be treated as third-class matter, provided they are mailed at the post office window or other depository designated by the postmaster in a minimum number of 20 perfectly identical, unsealed copies. If mailed in a less quantity they will be subject to the first-class rate.

21. Correspondence of the blind; mailable at the third-class rate.

22. Seeds, bulbs, roots, scions, etc.; mailable at the third-class rate of postage.

22a. Identical pieces of third-class matter mailed without stamps affixed.

ARTICLES INCLUDED IN THIRD-CLASS MATTER.

23. Address tags and labels (printed). Advertisements printed on blotting paper. Almanacs. Architectural designs (printed). Assessment notices, wholly in print. Blank notes (printed). Blanks (printed legal) and forms of insurance applications, mainly in print. Blind, indented or perforated sheets of paper containing characters which can be read by the blind, except such as are entitled to free transmission. Blue prints. Books (printed). Bulbs. Calendar pads mainly in print. Calendars (printed on paper). Canvassing and prospectus books with printed sample chapters. Cards printed on paper. Cards, printed, with perforations for carrying coin. Cards, Christmas, Easter, etc., printed on paper. Catalogues. Check and receipt books (mainly in print). Circulars. Clippings (press) with name and date of paper stamped or written in. Correspondence of the blind. Coupons, printed. Engravings and wood cuts (printed on paper). Grain in its natural condition (samples of). Imitations of hand or typewritten matter, when mailed at the post office window or other depository designated by the postmaster in a minimum number of 20 identical copies. Indented or perforated sheets of paper containing characters which can be read by the blind, except such as are entitled to free transmission. Insurance applications and other blank forms mainly in print. Labels and tags bearing printed addresses. Legal blanks (printed) and forms of insurance applications, mainly in print. Lithographs. Maps printed upon paper, with the necessary mountings. Memorandum books, mainly in print. Music books. Newspaper "headings" or clippings. Notes (blank printed). Order blanks and report forms, mainly in print. Photographs, printed on paper. Plans and architectural designs (printed). Plants. Postage stamps (cancelled or uncanceled). Postal cards, bearing printed advertisements, mailed in bulk. Post cards, bearing on the message side illustrations or other printed matter, mailed in bulk. Press clippings with name and date of paper stamped or written in. Price lists, wholly in print. Printed blank notes. Printed calendars. Printed labels. Printed plans and architectural designs. Printed tags and labels. Printed valentines. Proof-sheets (printed) with or without manuscript. Receipt and check books (mainly in print). Reproductions or imitations of hand or typewriting, by the neostyle, hectograph, mimeograph, electric pen, or similar process, when mailed at the post office window or other

depository designated by the postmaster, in a minimum number of twenty identical copies. Roots. School copy books containing printed instructions. Scions. Seeds. Sheet music. Tags and labels, printed. Valentines, printed on paper. Visiting cards (printed). Wood cuts and engravings (prints).

24. Permissible additions to third-class matter.—

(a) Such words as "Dear Sir," "My dear friend," "Yours truly," "Sincerely yours," "Merry Christmas," "Happy New Year," "With best wishes" and "Do not open until Christmas," or words to that effect, written upon third class matter are permissible inscriptions.

(b) Inscriptions in public library books.—Public library books, otherwise transmissible in the mails at the third-class rate of postage, shall not be subjected to a higher postage rate because of bearing thereon or therein, in writing or by means of hand-stamp, the shelf-number, date of donation or acquisition (or both), or any mark of designation which may be reasonably construed as an "inscription" within the meaning of the law in the limited sense of a permanent library record, placed thereon by the librarian and in that connection only.

(c) A written designation of contents—such as "Book," "Printed matter," "Photo"—shall be construed as a permissible "inscription" upon mail matter of the third class.

(d) Incidental use of third-class matter as receptacles for coin.—The rate of postage on matter essentially third class (printed matter upon paper) is not affected by the fact that incidentally it contains a perforation which may be used for carrying coin.

(e) Serial numbers.—Serial numbers written or impressed upon, and so inserted in what would otherwise be third-class matter, do not increase that rating.

(f) Permissible enclosures.—"There may be enclosed with third-class matter, without changing the classification thereof, a single visiting or business card; a single printed order-blank, or a single printed combination order-blank and coin-card with envelope bearing return address; or a single postal card bearing return address."

FOURTH-CLASS (PARCEL POST) MATTER.

25. Fourth-class matter is all mailable matter not included in the three preceding classes which is so prepared for mailing as to be easily withdrawn from the wrapper and examined, except that sealed packages of proprietary articles of merchandise (not in themselves unmailable), such as pills, fancy soaps, tobacco, etc., put up in fixed quantities by the manufacturer for sale by himself or others, or for samples, in such manner as to properly protect the articles, so that each package in its simplest mercantile or sample form may be examined, are mailable as fourth-class matter. It embraces merchandise and samples of every description, and coin or specie.

26. Postage must be paid by stamps affixed, unless 2,000 or more identical pieces are mailed at one time when the postage at that rate may be paid in money. New postage must be prepaid for forwarding or returning. The affixing of special delivery ten-cent stamps in addition to the regular postage entitles fourth-class matter to special delivery.

Articles of this class liable to injure or deface the mails, such as glass, sugar, needles, nails, pens, etc., must be first wrapped in a bag, box, or open envelope and then secured in another outside tube or box, made of metal or hard wood, without sharp corners or edges, and having a sliding clasp or screw lid, thus

securing the articles in a double package. The public should bear in mind that the first object of the department is to transport the mails safely, and every other interest is made subordinate.

ARTICLES INCLUDED IN FOURTH-CLASS MATTER.

27. Albums, photograph and autograph (blank). Artificial flowers. Bees (queen) when properly packed. Bill heads. Blank address tags and labels. Blank books. Blank books with printed headings. Blank cards or paper. Blank diaries. Blank postal cards in bulk packages. Blank post-cards. Blotting paper (blank). Botanical specimens, not susceptible of being used for propagation. Calendar pads, mainly blank. Calendars or other matter printed on celluloid. Card coin-holders (not printed). Cards (blank). Cards, printed playing, of all kinds. Celluloid, printed or unprinted. Check books, mainly blank. Christmas and Easter cards printed on other material than paper. Cigar bands. Coin. Combination calendar and memorandum pads, mainly blank. Crayon pictures. Cut flowers. Cuts (wood or metal). Daguerreotypes. Dissected maps and pictures. Drawings, framed or unframed. Dried fruit. Dried plants. Easter cards, when printed on other material than paper. Electrotype plates. Engravings, when framed. Envelopes, printed or unprinted, except when addressed and enclosed singly with third-class matter. Flowers, cut or artificial. Framed engravings, pictures and other printed matter. Geological specimens. Grain, not intended for planting. Letter heads. Maps, printed on cloth. Merchandise samples. Memorandum books and calendar pads, mainly blank. Merchandise sealed: Proprietary articles (not in themselves unmailable), such as pills, fancy soaps, tobacco, etc., put up in fixed quantities by the manufacturer for sale by himself or others, or for samples, in such manner as to properly protect the articles, and so that each package in its simplest mercantile or sample form may be readily examined. Metals. Minerals. Napkins, paper or cloth, printed or un-

printed. Oil paintings, framed or unframed. Order blanks and report forms, mainly blank (spaces covered by ruled lines being regarded as blank), are fourth-class matter. However, one copy may be enclosed with third-class matter without subjecting such matter to postage at the fourth-class rate. Paper bags and wrapping paper, printed or unprinted. Paper napkins. Patterns, printed or unprinted. Pen or pencil drawings. Photograph albums. Photographic negatives. Postal cards (blank) in bulk packages. Post-cards (blank). Printed matter on other material than paper. Printed playing cards of all kinds. Private mailing or post-cards (blank). Queen bees, when properly packed. Record books, mainly blank. Rulers, wooden or metal, bearing printed advertisements. Samples of cloth. Samples of flour or other manufactured grain for food purposes. Sealed merchandise: Soap wrappers. Stationery. Tags (blank). Tape measures. Tintypes. Valentines printed on material other than paper. Wall paper. Water color painting. Wooden rulers, bearing printed advertisements. Wrapping paper, printed or unprinted.

28. Permissible writing or printing upon or with fourth-class matter:

(a) The written additions permissible upon third-class matter may be added to fourth-class matter without subjecting the latter to a higher than the fourth-class rate of postage.

(b) The written additions permissible upon fourth-class matter may be placed upon the matter itself, or upon the wrapper or cover thereof, or tag or label accompanying the same.

(c) A written designation of the contents, such as "candy," "cigars," "merchandise," etc., is permissible upon the wrapper of fourth-class matter.

(d) Such inscriptions as "Merry Christmas," "Happy New Year," "With best wishes," and "Do not open until Christmas," or words to that effect, together with the name and address of the addressee and of the sender may be written on mail matter of the fourth class, or upon a card enclosed therewith, without affecting its classification.

RATES OF POSTAGE.

FIRST-CLASS MATTER.

Rates of postage on first-class matter.—(a) On letters and other matter, wholly or partly in writing, except the writing specially authorized to be placed upon matter of other classes, and on matter sealed or otherwise closed against inspection—2 cents an ounce or fraction thereof.

(b) On postal cards—1 cent each, the price for which they are sold.

(c) On private mailing cards (post-cards) conforming to the requirements of Postal Laws and Regulations—1 cent each.

(d) On "drop letters," 2 cents an ounce or fraction thereof when mailed at letter-carrier post offices, or at offices which are not letter-carrier offices if rural free delivery has been established and the persons addressed can be served by rural carrier; and 1 cent for each ounce or fraction thereof when mailed at offices where letter-carrier service is not

established, or at offices where the patrons cannot be served by rural free-delivery carriers.

(e) Letters mailed at a post office for delivery to patrons thereof by star route carrier and those deposited in boxes along a star route or rural free delivery route are subject to postage at the rate of two cents an ounces or fraction thereof.

(f) Letters prepaid 1 cent received by a postmaster, under cover (through the mails), with postage prepaid on the bulk package at the letter rate, cannot be distributed for local delivery or transmission in the mails. Each letter must be prepaid at the regular first-class rate.

(g) A letter which—after a proper effort has been made to deliver it—is returned to the sender, may not be re-mailed without a new prepayment of postage, and it should be enclosed in a new envelope, to secure prompt transmission.

SECOND-CLASS MATTER.

When mailed by the public.—The rate of postage on newspapers and periodical publications of the second class, when sent by others than the publisher thereof, or a news agent, is 1 cent for each 4 ounces, or fractional part thereof, on each separately addressed copy or package of unaddressed copies, to be prepaid by stamps affixed.

NOTE.—There is no such rate of postage as 4 cents a pound.

When mailed by publishers or news agents.—Copies of publications admitted to the second class of mail matter when mailed by the publishers thereof to subscribers and as sample copies within the limitations of section 436 Postal Laws and Regulations, are subject to postage at the rate of 1 cent a pound to be prepaid in money on the bulk weight of all copies, except as provided by section 433, Postal Laws and Regulations.

THIRD-CLASS MATTER.

The rate of postage on mail matter of the third class is 1 cent for each 2 ounces or fraction thereof, on each individually addressed piece or parcel, prepaid by stamps affixed, except as provided by section 459, Postal Laws and Regulations.

NOTE.—There is no such rate of postage as 8 cents a pound.

FOURTH-CLASS (PARCEL POST) MATTER.

See Pages 340 and 342.

MONEY ORDER SYSTEM.

Fees charged for money orders issued on domestic form.—

TABLE NO. 1.

Payable in the United States (which includes Guam, Hawaii, Porto Rico and Tutuila, Samoa); or payable in Bermuda, British Guiana, British Honduras, Canada, Canal Zone (Isthmus of Panama), Cuba, Mexico, Newfoundland, at the United States Postal Agency at Shanghai (China), in the Philippine Islands, or the following islands in the West Indies: Antigua, Bahamas, Barbados, Dominica, Grenada, Jamaica, Martinique, Montserrat, Nevis, St. Kitts, St. Lucia, St. Vincent, Trinidad and Tobago, and Virgin Islands.

For orders from \$ 0.01 to \$ 2.50.....	3 cents
For orders from \$ 2.51 to \$ 5.00.....	5 cents
For orders from \$ 5.01 to \$10.00.....	8 cents
For orders from \$10.01 to \$20.00.....	10 cents
For orders from \$20.01 to \$30.00.....	12 cents
For orders from \$30.01 to \$40.00.....	15 cents
For orders from \$40.01 to \$50.00.....	18 cents
For orders from \$50.01 to \$60.00.....	20 cents
For orders from \$60.01 to \$75.00.....	25 cents
For orders from \$75.01 to \$100.00.....	30 cents

21. Postmasters at domestic money-order offices must bear in mind that they are not authorized to issue money orders for payment in any foreign country other than those enumerated above. When an intending remitter applies at a domestic office for a money order payable in any other foreign country the postmaster should direct him to the nearest international money-order office.

22. Fees charged for money orders issued on international form.—

TABLE NO. 2.

Payable in Apia, Austria, Belgium, Bolivia, Cape Colony, Costa Rica, Denmark, Egypt, Germany, Great Britain and Ireland, Honduras, Hongkong, Hungary, Italy, Japan, Liberia, Luxemburg, Natal and Zululand, New South Wales, New Zealand, Orange River Colony, Peru, Portugal, Queensland, Russia, Salvador, South Australia, Switzerland, Tasmania, the Transvaal, Uruguay and Victoria, Western Australia.

For orders from \$ 0.01 to \$ 2.50.....	10 cents
For orders from \$ 2.51 to \$ 5.00.....	15 cents
For orders from \$ 5.01 to \$ 7.50.....	20 cents
For orders from \$ 7.51 to \$10.00.....	25 cents
For orders from \$10.01 to \$15.00.....	30 cents
For orders from \$15.01 to \$20.00.....	35 cents
For orders from \$20.01 to \$30.00.....	40 cents
For orders from \$30.01 to \$40.00.....	45 cents
For orders from \$40.01 to \$50.00.....	50 cents
For orders from \$50.01 to \$60.00.....	60 cents
For orders from \$60.01 to \$70.00.....	70 cents
For orders from \$70.01 to \$80.00.....	80 cents
For orders from \$80.01 to \$90.00.....	90 cents
For orders from \$90.01 to \$100.00.....	\$1.00

TABLE NO. 3.

Payable in any foreign country with which the United States exchanges money orders not enumerated in Tables Nos. 1 and 2 above.

For orders from \$ 0.01 to \$ 10.00.....	10 cents
For orders from \$10.01 to \$ 20.00.....	20 cents
For orders from \$20.01 to \$ 30.00.....	30 cents
For orders from \$30.01 to \$ 40.00.....	40 cents
For orders from \$40.01 to \$ 50.00.....	50 cents
For orders from \$50.01 to \$ 60.00.....	60 cents
For orders from \$60.01 to \$ 70.00.....	70 cents
For orders from \$70.01 to \$ 80.00.....	80 cents
For orders from \$80.01 to \$ 90.00.....	90 cents
For orders from \$90.01 to \$100.00.....	\$1.00

International orders.—There are now in operation conventions for the exchange of money orders between the United States and sixty-two countries named below:

*Antigua.	Liberia.
Apia, Samoa.	Luxemburg.
Austria.	*Martinique.
*Bahama Islands.	*Mexico.
*Barbados.	*Montserrat.
Belgium.	†Natal and Zululand.
*Bermuda.	Netherlands.
Bolivia.	*Nevis.
*British Guiana.	*Newfoundland.
*British Honduras.	New South Wales.
*Canada.	New Zealand.
*Canal Zone.	Norway.
†Cape Colony.	†Orange River Colony.
Chili.	Peru.
Costa Rica.	*Philippine Islands.
*Cuba.	Portugal.
Denmark.	Queensland.
*Dominica.	Russia.
Egypt.	*St. Kitts.
France, Algeria and Tunis.	*Saint Lucia.
Germany.	*Saint Vincent.
Great Britain and Ireland.	Salvador.
Greece.	South Australia.
*Grenada.	Sweden.
Honduras (Republic).	Switzerland.
Hongkong (China).	Tasmania.
Hungary.	†The Transvaal.
Italy (including San Marino).	*Trinidad and Tobago.
*Jamaica.	Uruguay.
Japan.	Victoria.
	*Virgin Islands.
	Western Australia.

* Draw orders on domestic money-order form.

† Cape Colony, Transvaal, Orange River Colony and Natal (with Zululand) have been consolidated into the South African Union, and all money-orders for payment in those countries are now certified by the Exchange office at New York to the Exchange office at Cape Town. Money orders to and from Natal and Zululand formerly were reissued at London. Payment may now be made on the original orders, provided the corresponding advices have been duly certified.

INTERNATIONAL REPLY-COUPONS.

International reply-coupons, of the denomination of 6 cents each, are issued for the purpose of sending to correspondents abroad. The foreign correspondent may exchange each coupon for postage stamps of the country in which he is located, equal in value to 5 cents in United States money, using the stamps for reply postage. The countries in which the reply-coupon is valid are as follows:

Argentine Republic.	
Austria and the Austrian post offices in the	Chili.
Levant.	Chili.
Belgium.	Corea.
Bosnia-Herzegovina.	Costa Rica.
Brazil.	Crete.
Bulgaria.	Cuba.
Denmark, including Greenland, Iceland and the Faroe Islands; the Danish West Indies.	
Egypt.	

France, the French post offices in China, Morocco, and Turkey; the French colonies of Algeria, Dahomey, Guadeloupe and dependencies, Guiana (French), Guinea (French), Indo-China, Ivory Coast, Martinique, Mauretania, New Caledonia, Oceanica, St. Pierre-Miquelon, Senegal, Senegal-Niger; French establishments in India.

Germany, the German protectorates and German post offices in Africa, Asia, Australasia, and Turkey.

Great Britain, British post offices in Morocco and Turkey; British colonies of Australia, Bahamas, Bechuanaland, Canada, Cape of Good Hope, Ceylon, Cook Islands, Dominica, East Africa, Gibraltar, Gold Coast, Honduras (British), Hong Kong and Hong Kong offices in China, India, Labuan, Malta, Mauritius Islands, Natal, Newfoundland, New Guinea, New Zealand, Papua, Seychelles, Sierra Leone, Somaliland, Southern Nigeria, South Rhodesia, Straits Settlements, Tasmania, Transvaal, Trinidad, Uganda, Zululand; British Protectorates of the Solomon, Gilbert and Ellice Islands.

Greece.	Honduras (Republic of).
Haiti.	Hungary.
Italy, and Italian colonies of Benadir and Erythrea.	
Japan and Japanese post offices in China and Manchuria.	
Liberia.	Luxemburg.
Netherlands, Netherlands Guiana, the Netherlands Indies.	Mexico.
Norway.	
Portugal, including the Azores and Madeira.	
Roumania.	Sweden.
Salvador.	Switzerland.
Siam.	Tunis.
Spain.	Turkey.

Persons who buy the reply coupons should inform their correspondents abroad that the reply coupon is not itself good for postage, but must be exchanged at the post office for a postage stamp. The postmark of the selling post office must be stamped legibly in the circle on the left-hand side of all reply coupons sold to the public.

DELIVERY AND FORWARDING OF REGISTERED MAIL

Either the sender or the addressee of domestic registered mail may restrict its delivery. Registered mail which is not restricted in delivery may be delivered to any responsible person who customarily receives the ordinary mail of the addressee.

All registered matter, except that which has once been properly delivered, may be forwarded without additional charge for registry fee, upon the written request of any person to whom it is deliverable. In cases of emergency, when the postmaster is satisfied that no fraud is intended, a telegraphic order from the addressee may be honored.

Written orders to forward mail, signed by addressees or their agents duly authorized to control such matter, must be construed to apply to both ordinary and registered mail, unless such orders specifically state that registered mail shall not be so forwarded, or separate and special written orders are furnished directing other disposition of registered mail.

REGISTRY RETURN RECEIPT TO BE FURNISHED ONLY WHEN REQUESTED BY THE SENDER.

Section 3928 of the Revised Statutes reads as follows:

"Whenever the sender shall so request, a receipt shall be taken on the delivery of any registered mail matter, showing to whom and when the same was delivered, which receipt shall be returned to the sender and be received in the courts as prima facie evidence of such delivery."

In accordance with this statute postmasters do not prepare receipt cards for return to the senders of domestic registered mail which does not bear the indorsement "Receipt desired" or words of similar import. When an article bearing such indorsement is received for registration, the registration receipt issued to the sender and the registration record are required to be similarly indorsed.

See page 340 relative to return receipts for insured domestic parcel post mail.

REGISTRATION FEES.

The fee for the registration of mail matter, foreign and domestic, is fixed at ten cents for each piece, in addition to postage, and both postage and fee must be prepaid at the time of registration.

Fourth-class (domestic parcel post) matter may not be registered, but may be insured against loss in the mails by the prepayment of a fee of ten cents in postage stamps, to be affixed to each parcel. See page 340.

The Department has discontinued the issuance of the special ten-cent registry stamp. No further supply of this stamp shall be printed. The registry fee may be prepaid by means of any stamps which are valid for the prepayment of postage.

INDEMNITY FOR REGISTERED MAIL.

Indemnity will be paid on account of the loss of registered mail in the postal service:

(a) For the value of domestic registered mail of the first class (sealed) up to \$50.

(b) For the value of domestic registered mail of the third class, unsealed, up to \$25.

See page 340 in regard to indemnity for lost insured and C. O. D. parcels.

(c) In any amount claimed, within the limit of 50 francs (approximately \$9.65), on account of the loss, in the international mails, of a

registered article of any class, regardless of its value, exchanged between the United States and any country embraced within the Universal Postal Union, except on account of losses arising under circumstances beyond control ("force majeure") and international "Parcels Post" registered mail.

First-class domestic matter must be sealed before being registered.

FOREIGN MAILS.

POSTAGE RATES ON ARTICLES FOR CANADA, CUBA, MEXICO, THE REPUBLIC OF PANAMA, THE UNITED STATES POSTAL AGENCY AT SHANGHAI AND THE UNITED STATES NAVAL HOSPITAL AT YOKOHAMA, JAPAN.

Articles addressed for delivery in Canada, Cuba, Mexico and the Republic of Panama are subject to the same postage rates and conditions which would apply to them if they were addressed for delivery in the United States: Except that:

(a) Letters and postal cards must be dispatched to Canada and Mexico if prepaid one full rate of postage and to Cuba and Panama whether prepaid or not. Other articles for Cuba and Panama must be prepaid at least in part and for Canada and Mexico in full.

(b) "Prints," "samples" and "commercial papers" may be sent subject to the postage rates, weight limit and other conditions applicable to similar articles in Postal Union mails.

(c) Articles other than letters in their usual and ordinary form are excluded from the mails, unless they are so wrapped that their contents can be easily examined by postmasters and customs officers. Any article enclosed in an envelope, as the word "envelope" is generally used, without regard to its size, is considered to be "in the usual and ordinary form" of a letter. But unsealed packages may contain, in sealed receptacles, articles which cannot be safely transmitted in unsealed receptacles, provided the contents of the closed receptacles are plainly visible or are precisely stated on the covers of the closed receptacles and that the package is so wrapped that the outer cover can be easily opened.

Packages of fourth-class matter that weigh over four ounces and not over four pounds six ounces may be sent to Canada, Cuba, Mexico and the Republic of Panama, at the eighth zone rate of postage (see Page 340). The parcels for Mexico and the Republic of Panama must be accompanied by customs declarations.

Unmailable.—The following articles are unmailable under any condition, viz.:

All sealed packages which, from their form and general appearance, evidently are not letters; publications which violate the copyright laws of the country of destination; poisons, explosive or inflammable substances; live or dead (not dried) animals, insects (except bees) and reptiles; fruits and vegetables which quickly decompose, and substances which exhale a bad odor; lottery tickets or circulars; all obscene or immoral articles, articles which may destroy or damage the mails, or injure the persons handling them; and to Cuba and the Republic of Panama, liquids and fatty substances, except samples thereof.

The domestic postage rates and conditions of Canada, Cuba, Mexico and the Republic of Panama apply to articles mailed in those coun-

tries addressed for delivery in the United States. Consequently articles (except sealed packages which are not letters) mailed in any one of those countries which are entitled to pass in the domestic mails of that country free of postage, are likewise entitled to transmission free of postage to the United States.

Prepayment of postage upon any article mailed in the United States, except the reply half of a double postal card, can be effected only by means of United States postage stamps.

Postage due: Postage due upon articles exchanged with these countries insufficiently prepaid, is collectible upon delivery at the single rate.

SECOND-CLASS MATTER FOR CANADA.

The postage rate applicable in the United States to "second-class matter" addressed for delivery in Canada is 1 cent for each 4 ounces or fraction of 4 ounces, calculated on the weight of each package and prepaid by means of postage stamps affixed; except that the postage rate to publishers and news agents applicable to legitimate daily newspapers issued as frequently as six times a week addressed to bona fide subscribers in Canada, is 1 cent a

For printed matter of all kinds, 1 cent for office of mailing as second-class matter.

RATES OF POSTAGE ON ARTICLES FOR FOREIGN COUNTRIES OTHER THAN ABOVE.

Articles for or from foreign countries (except Canada,* Cuba, Mexico and the Republic of Panama and the United States Postal Agency at Shanghai, as indicated above, are not designated "First-class matter," "Second-class matter," etc.; but are classified as "Letters," "Post cards," "Printed matter," "Commercial papers" and "Samples of merchandise," and are subject to the postage rates indicated below:

For letters, 5 cents for the first ounce, or fraction of an ounce, and 3 cents for each additional ounce, or fraction of an ounce. Stamps or forms of prepayment, whether current or obsolete, canceled or uncanceled, as well as printed articles constituting the representative sign of monetary value, and articles in typewriting or imitation of typewriting, are subject to postage at the letter rate. Monetary value is held by the International Bureau of the Universal Postal Union to attach to bonds, bank notes, commercial bills of exchange, etc., which have been fully executed by the makers:

For postal cards, 2 cents each, for single, and 4 cents each for double cards. each 2 ounces or fraction of 2 ounces.

For commercial papers, 5 cents for the first 10 ounces or less, and 1 cent for each additional 2 ounces or fraction of 2 ounces.

For samples, 2 cents for the first 4 ounces or less, and 1 cent for each additional 2 ounces or fraction of 2 ounces.

Registration fee, in addition to postage, 10 cents.

Letters for England, Ireland, Scotland, Wales and Newfoundland, 2 cents per ounce, and letters for Germany dispatched only by steamers which land the mails at German ports, 2 cents per ounce.

*Newfoundland is not included in the Dominion of Canada.

DOMESTIC PARCEL POST.

The provisions of the act approved August 24, 1912, authorizing the establishment of the Parcels Post System embodying a zone system of postal rates according to certain prescribed distances from a given territorial center to take effect Jan. 1, 1913, provides that fourth-class mail matter is to embrace all other matter, including farm and factory products, not now embraced by law in either the first, second, or third-class, not (exceeding twenty pounds in weight when mailed for delivery within the first and second zones, nor) exceeding eleven pounds in weight (when for delivery in any of the other zones), nor greater in size than 72 inches in length and girth combined, nor in form or kind likely to injure the person of any postal employee or damage the mail equipment or other mail matter and not of a character perishable within a period reasonably required for transportation and delivery.

For parcels post purposes the United States and its several Territories and possessions, excepting the Philippine Islands, are divided into units of area thirty minutes square, identical with a quarter of the area formed by the intersecting parallels of latitude and meridians of longitude.

There is a flat rate of one cent per ounce up to four ounces regardless of distance. Above four ounces, rates are by the pound or fraction thereof, and varying with the distance as given in the adjoining table and table on page 342.

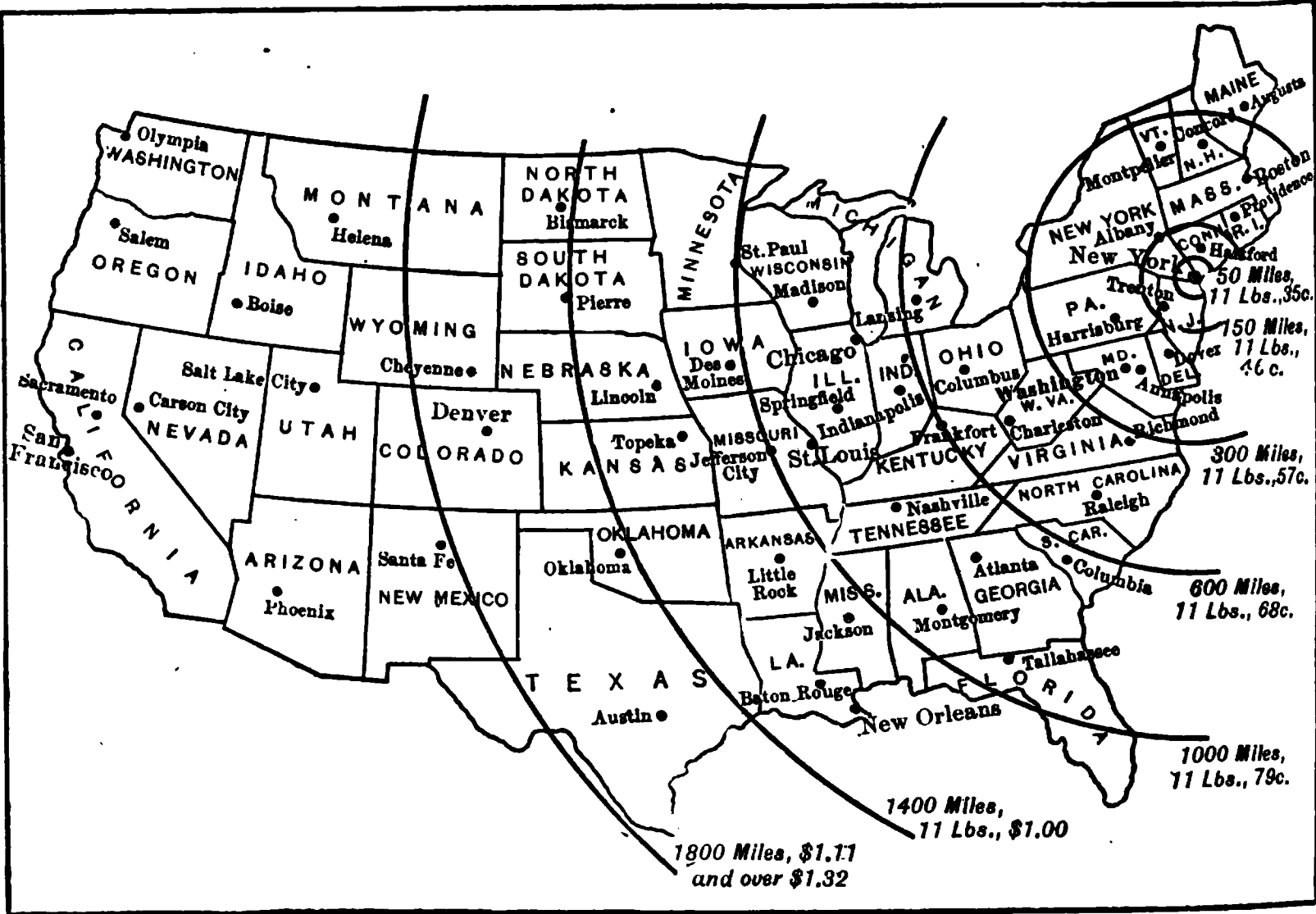
INSURED AND C. O. D. PARCELS—FEES CHARGED AND INDEMNITY PROVIDED—RETURN RECEIPTS

A mailable parcel on which the postage is fully prepaid may be insured against loss in an amount equivalent to its actual value, but not to exceed \$25, on payment of a fee of five cents, and in an amount equivalent to its actual value in excess of \$25, but not to exceed \$50, on payment of a fee of ten cents in stamps, such stamps to be affixed.

	First Pound.	Each Addit. Pound.	Eleven Pounds.
300-mile zone .....	.07	.05	.57
600-mile zone .....	.08	.06	.68
1,000-mile zone .....	.09	.07	.79
1,400-mile zone .....	.10	.09	1.00
1,800-mile zone .....	.11	.10	1.11
Over 1,800 miles.....	.12	.12	1.32

The sender of a mailable parcel on which the postage is fully prepaid may have the price of the article and the charges thereon collected from the addressee on payment of a fee of ten cents in stamps affixed, provided the amount to be collected does not exceed \$100. Such a parcel will be insured against

Continued on page 342.



APPROXIMATE TIME AND DISTANCE—Continued.

Name of place.	Days	Miles	Name of place.	Days	Miles
Old Calabar (Africa)..... London	28	8,675	Santander (Spain)..... London	10	4,875
Oporto (Portugal)..... London	9	3,405	Santiago (Chile)..... Panama	23	6,010
Pago Pago, (Samoa Islands)..... San Francisco	14	4,180	Santos (Brazil)..... London	19	6,980
Panama (Panama)..... Colon	6	2,345	Savanna (Colombia)..... London	9	2,330
Papeete (Tahiti)..... San Francisco	17	4,212	Senegal (Africa)..... London	37	6,805
Para (Brazil)..... San Francisco	12	3,480	Seychelles Islands (Indian Ocean)..... London	27	9,485
Paris (France)..... Panama	8	4,020	Shanghai (China)..... Harbin	22	14,745
Payta (Peru)..... Panama	15	3,645	Shanghai (China)..... Vancouver	25	9,920
Penang (Straits Settlements)..... London	28	11,733	Sierra Leone (Africa)..... London	30	7,135
Pernambuco (Brazil)..... London	16	5,425	Singapore (Straits Settlements)..... London	30	12,175
Perth (West Australia)..... London	34	14,415	Singapore (Straits Settlements)..... San Francisco	28	12,340
Point de Galle (Ceylon)..... London	29	10,405	Southampton (England)..... London	7	3,690
Port au Prince (Haiti)..... New Orleans	7	1,800	Stockholm (Sweden)..... London	10	4,975
Port Limon (Costa Rica)..... New Orleans	6	2,345	Strasbourg (Germany)..... London	9	4,235
Puerto Cabello (Venezuela)..... London	10	2,160	Stuttgart (Germany)..... London	10	4,460
Puerto Plata (San Domingo)..... London	7	1,870	Suez (Egypt)..... London	14	6,370
Quebec (Canada)..... London	2	555	Sydney (New South Wales)..... Vancouver	29	11,370
Queenstown (Ireland)..... London	6	2,250	Tamayo (Mexico)..... New Orleans	7	2,250
Quidunene (Africa)..... London	28	10,840	Teniente (Canary Islands)..... London	14	5,645
Quitta (Africa)..... London	27	8,150	Tiflis (Caucasus)..... London	18	6,630
Rangoon (British India)..... London	28	11,900	Toronto (Canada)..... London	10	4,165
Riga (Russia)..... London	11	5,190	Tripoli (Libya)..... London	10	4,910
Rio de Janeiro (Brazil)..... London	17	6,204	Tripoli (West Indies)..... London	8	2,370
Rome (Italy)..... London	9	5,030	Turkey (Asia)..... London	9	4,520
Rotterdam (Netherlands)..... London	8	2,835	Turkey (Europe)..... London	8	1,320
Saigon (Cochin China)..... San Francisco	28	12,920	Union Island (Bahamas)..... Panama	23	5,915
Saigon (Cochin China)..... San Francisco	28	12,940	Vancouver (Canada)..... London	9	4,780
St. Helena Island..... London	25	9,280	Vera Cruz (Mexico)..... R. R.	6	4,010
St. John's (Newfoundland)..... London	5	1,245	Vera Cruz (Mexico)..... Steamer	8	2,500
St. Kitts (Leeward Islands)..... London	8	1,800	Vernon (Africa)..... London	9	4,740
St. Lucia (Windward Islands)..... London	9	2,025	Vigo (Spain)..... London	12	5,500
St. Petersburg (Russia)..... London	9-10	5,370	Wellington (New Zealand)..... San Francisco	37	10,090
St. Thomas (West Indies)..... London	6	1,830	Whydah (Africa)..... London	29	8,235
St. Vincent (Windward Islands)..... London	10	4,025	Winnipeg (Africa)..... London	34	8,085
St. Vincent (Windward Islands)..... London	11	3,345	Yarmouth (Nova Scotia)..... London	1	515
Salt Pond (Africa)..... London	24	3,040	Yokohama (Japan)..... London	20	7,345
Samara (San Domingo)..... London	8	1,700	Zanzibar (Africa)..... London	30	8,620
San Domingo City (San Domingo)..... London	9	1,920	Zurich (Switzerland)..... London	9	4,175
San Juan (Porto Rico)..... Panama	6	1,730			
Santa Marta (Colombia)..... Panama	13	2,310			

DOMESTIC PARCELS POST—Continued from Page 340.

less, without additional charge, in an amount equivalent to its actual value, but not to exceed \$50.

A C. O. D. parcel will be accepted for mailing only at a money-order office and when addressed to a money-order office.

A parcel may be forwarded without the payment of an additional C. O. D. fee.

Return receipts, signed upon delivery, will be obtained for the sender of an insured parcel if the wrapper is plainly endorsed on the address side "Return receipt desired." No return receipt will be furnished the sender of a C. O. D. parcel, as the money order issued in his favor at the office of delivery serves that purpose.

The pound rates of postage in the first and second zones shall be as follows:

Weight.	First zone.		Second-zone rate.	Weight.	First zone.		Second-zone rate.
	Local rate.	Zone rate.			Local rate.	Zone rate.	
1 pound.....	\$0.05	\$0.05	\$0.05	11 pounds.....	\$0.10	\$0.15	\$0.15
2 pounds.....	.06	.06	.06	12 pounds.....	.11	.16	.16
3 pounds.....	.06	.07	.07	13 pounds.....	.11	.17	.17
4 pounds.....	.07	.08	.08	14 pounds.....	.12	.18	.18
5 pounds.....	.07	.09	.09	15 pounds.....	.12	.19	.19
6 pounds.....	.08	.10	.10	16 pounds.....	.13	.20	.20
7 pounds.....	.08	.11	.11	17 pounds.....	.13	.21	.21
8 pounds.....	.09	.12	.12	18 pounds.....	.14	.22	.22
9 pounds.....	.09	.13	.13	19 pounds.....	.14	.23	.23
10 pounds.....	.10	.14	.14	20 pounds.....	.15	.24	.24

NOTE. The rate for local delivery shall apply to all parcels mailed at a post office from which a rural route starts, for delivery on such route, or mailed at any point on such route for delivery at any other point thereon, or at the office from which the route starts, or on any rural route starting therefrom, and on all matter mailed at a city carrier office, or at any point within its delivery limits, for delivery by carriers from that office, or at any office for local delivery.

INTERNATIONAL PARCEL POST.

COUNTRIES TO WHICH PARCELS MAY BE SENT; MAXIMUM DIMENSIONS, WEIGHT, VALUE AND RATES OF POSTAGE APPLICABLE TO PARCELS; AND EXCHANGE POST OFFICES WHICH DISPATCH AND RECEIVE PARCEL POST MAILS.

Parcel-post packages may also be mailed in Hawaii, Porto Rico, The Philippines, Guam, Tutuila and the Canal Zone, to the following countries and colonies with which the United States have parcel-post conventions, subject to the rules and regulations as are herein prescribed.

Names of countries.	Allowable dimensions and weight of parcels.				Postage rate.	Limit of value.	Exchange post offices.	
	Greatest length.	Greatest length and girth combined.	Greatest girth.	Greatest weight.			United States.	Foreign.
Australia.....	3½ Ft.	6	.....	11 Lbs.	12 cents a pound or fraction of a pound to all countries.	None.	{ San Francisco..... Honolulu.....	{ Sydney, Melbourne, Brisbane, Adelaide, Perth, Hobart, Launceston.
Austria, including the Austrian offices in the Ottoman Empire at Alexandretta, Beyrout, Caifa, Candia, Canes, Cavalla, Chios, Dardanelles, Dedeagh, Durazzo, Ineboli, Jaffa, Janina, Jerusalem, Kerassonda, Mersina, Mytilene, Prevesa, Retimo, Rhodes, Salonica, Samsoun, San Giovanni di Medua, Santi Quaranta, Scutari d'Albanie, Smyrna, Trebisond, Tripoli (Syria), Valona, Vathi (Samos).	3½	6	.....	11		None.	{ New York..... Chicago.....	{ Trieste.
Bahamas.....	3½	6	.....	11		None.	.....do.....	Nassau.
*Barbados.....	3½	6	.....	11		None.	.....do.....	Bridgetown.
Belgium.....	3½	6	.....	11		None.	.....do.....	Antwerp.
Bermuda.....	3½	6	.....	11		None.	.....do.....	Hamilton.
Bolivia.....	3½	6	.....	11		None.	New York and San Francisco.	La Paz.
Brazil.....	3½	6	.....	11		None.	New York.....	Bahia, Para, Pernambuco, Rio de Janeiro and Sao Paulo.
British Guiana.....	3½	6	.....	11		None.	All offices authorized to exchange mails between the two countries.	
Chile.....	3½	6	.....	11		None.	New York, San Francisco	Valparaiso.
Colombia.....	2	.....	4	11		None.	All offices authorized to exchange mails between the two countries.	
Costa Rica.....	3½	6	.....	11		None.	Do.	
*Curacao (including Aruba, Bonaire, Saba, St. Eustatius and the Dutch part of St. Martins).	3½	6	.....	11		None.	New York.....	Wilhemstad.
Danish West Indies (St. Croix, St. John and St. Thomas).	3½	6	.....	11		None.	Do.	
Denmark (including Faroe Islands and Iceland).	3½	6	.....	11		None.	{ New York..... Boston..... Chicago.....	{ Copenhagen.
Dominican Republic.....	3½	6	.....	11		None.	New York.....	Santo Domingo.
Ecuador.....	3½	6	.....	11		\$50	{ New York..... New Orleans..... San Francisco.....	{ Guayaquil.
*Dutch Guiana.....	3½	6	.....	11		None.	New York.....	Paramaribo.
*France (excluding Algeria and Corsica)	3½	6	.....	11		None.	New York.....	Cherbourg and Havre.
Germany (including Cameroon, Togo, German East Africa, German South-west Africa, Protectorate of Kiowehow and certain German post offices in China).	3½	6	.....	11		None.	{ New York..... Chicago..... Boston..... St. Louis..... Philadelphia..... Baltimore..... New York..... Chicago..... Boston..... Philadelphia..... St. Louis..... Baltimore..... San Francisco.....	{ Hamburg. Bremen.
*Great Britain, including Ireland.....	3½	6	.....	11		None.	{ New York..... San Juan, P. R.....	{ London. Liverpool. Dublin.
Guatemala.....	3½	6	.....	11		None.	{ New York..... New Orleans..... San Francisco.....	{ Guatemala City. Retalhuleu and Puerto Barrios.
Guadeloupe (including Marie Galante, Desade, Les Saintes, St. Bartholomew and the French portion of St. Martins.)	3½	6	.....	11		None.	{ New York..... San Juan, P. R.....	{ Basse-Terre.
Haiti.....	3½	6	.....	11		None.	New York.....	Port au Prince.
Honduras (British).....	3½	6	.....	11		None.	New Orleans.....	Belize.
Honduras (Republic of).....	3½	6	.....	11		None.	{ New York..... New Orleans..... San Francisco.....	{ Tegucigalpa. Puerto Cortes. Amapala. Trujillo.

* Parcels cannot be registered.

COUNTRIES TO WHICH PARCELS MAY BE SENT; MAXIMUM DIMENSIONS, WEIGHT, VALUE AND RATES OF POSTAGE APPLICABLE TO PARCELS; AND EXCHANGE POST OFFICES WHICH DISPATCH AND RECEIVE PARCEL POST MAILS—Continued.

Names of countries.	Allowable dimensions and weight of parcels.				Postage rate.	Limit of value.	Exchange post offices.	
	Greatest length.	Greatest length and girth combined.	Greatest girth.	Greatest weight.			United States.	Foreign.
	Ft.	Ft.	Ft.	Lbs.				
Hong-Kong. See section 107 below....	3½	6	...	11		None.	San Francisco..... Seattle..... Tacoma..... Honolulu..... New York..... Chicago.....	Hong-Kong. Yokohama.
Hungary	3½	6	...	11		None.	Philadelphia..... Chicago..... New York..... Boston.....	Frankfurt..... Naples.
Italy , (including Rep. of San Marino, Italian Colonies of Benadir and Erythra, and the Italian offices in the Ottoman Empire at Bagdad (North Africa), Durazzo (Albania), Gola (Constantinople), Jerusalem (Palestine), Caesarea (Crete), Ionia (Constantinople), Salamina (Roumelia), Scutari (Asia Minor), Smyrna Asia Minor), Stambul (Constantinople), Tripoli-Libya-Barbary, Valona, Albania)	3½	6	...	11		None.	Boston..... Philadelphia..... Baltimore..... San Francisco..... Seattle..... Tacoma..... Honolulu.....	Port Antonio. Yokohama. Kobe. Nagasaki.
Japan , (including Formosa, Karafuto (Japanese Saghalien) and Korea. See section 107 below.)	3½	6	...	11		None.	New York.....	St. John. Antigua.
Leeward Islands (Antigua with Barbuda and Redonda, St. Kitts, Nevis with Anguilla, Dominica, Montserrat and the Virgin Islands).	2	...	4	1		None.	All offices authorized to exchange mails between the two countries.	
Martinique	3½	6	...	11		None.	New York..... San Juan, P. R.	Fort-de-France.
*Netherlands	3½	6	...	11		None.	New York.....	Rotterdam.
Newfoundland	3½	6	...	11		None.	New York..... Boston..... Philadelphia..... San Francisco..... Honolulu.....	St. John's. Auckland.
New Zealand , including Fanning Island	3½	6	...	11		None.	New York..... New Orleans..... San Francisco.....	Bluffdale. San Juan del Norte. Corinto.
Nicaragua	3½	6	...	11		None.	New York..... Boston..... Chicago..... New York..... New Orleans..... San Francisco.....	Christiana. Colon, Bocas del Toro.
Norway	3½	6	...	11		None.	New York..... Boston..... Chicago..... New York..... New Orleans..... San Francisco.....	Oslo. Lima.
Panama (See section 2).	3½	6	...	11		None.	New York..... San Francisco..... New York..... New Orleans..... San Francisco.....	San Salvador.
Peru	3½	6	...	11		None.	New York..... San Francisco..... New York..... Boston..... Chicago.....	Malaga.
Salvador	3½	6	...	11		None.	New York..... San Francisco..... New York..... Boston..... Chicago.....	Port of Spain. Monterrey.
Sweden	3½	6	...	11		None.	New York..... New York.....	
Trinidad , including Tobago	3½	6	...	11		None.	All offices authorized to exchange mails between the two countries.	
*Uruguay	3½	6	...	11		None.	do.	
Venezuela	3½	6	...	11		None.		
Windward Islands (Grenada, St. Vincent, the Grenadines and St. Lucia.)	3½	6	...	11		None.		

POST OFFICE DEPARTMENT.

The Postmaster General is the executive head of the Federal postal service. He appoints all officers and employees of the Post Office Department except the four Assistant Postmasters General and the Purchasing Agent, who are Presidential appointees. With the exception of postmasters of the first, second, and third

classes, who are likewise Presidential appointees, he appoints all postmasters and all other officers and employees of the service at large. Subject to the approval of the President, he makes postal treaties with foreign governments. He awards and executes contracts and directs the management of the foreign mail service.

INTERNATIONAL PARCELS POST.

Parcel Post Conventions with Argentine Republic, Cuba, Portugal, Russia, Spain and the French Colony of St. Pierre and Miquelon are pending, with prospect of an early and successful conclusion of the negotiations.

A very important modification of the service was reached by agreement with the Treasury Department to the effect that the value limit for the contents of parcels might be eliminated. Negotiations were at once undertaken, with the result that there is now no value limit, except as regards Ecuador.

We now have conventions with forty-eight foreign countries. The following are the essential characteristics of the service:

Postage rate, uniform at 12 cents per pound.

Limit of weight, uniform at 11 pounds.

Limit of value, uniformly none, with the single exception of Ecuador, \$50.

Limit of size, uniform at 3 feet 6 inches greatest length; 6 feet greatest combined length and girth, except to Mexico and Co-

lumbia—2 feet greatest length and 4 feet greatest girth.

The weight of the parcel post mails dispatched from the United States during the year was 2,270,215 pounds, an increase of 445,592 pounds, or 24.4 per cent. The number of parcels dispatched was 718,828, of an average weight of 3.15 pounds, an increase in number of 103,568, or 16.8 per cent. The weight of the parcel post mails received was 1,967,779 pounds, an increase of 287,055 pounds, or 17 per cent. The number of parcels received was 406,456, of an average weight of 4.84 pounds, an increase in number of 47,237, or 13.1 per cent.

The fact that the percentages of increase in the number of parcels and in total weights are greater as regards the parcels sent than as regards those received from abroad is again gratifying, and indicates the steady and continuous growth of the service as an advantageous means of increasing the country's exports.

INFORMATION FOR SHIPPERS.

Admissible Articles.—Any article absolutely prohibited admission to the regular mails for any country is also inadmissible to Parcel Post mails for that country; except that no article is excluded from Parcel Post mails solely because it is dutiable in the country of destination.

How to Mail Parcels.—A parcel must not be posted in a letter-box, but must be handed to the postmaster or other official in charge of the post office.

Address, etc.—Every parcel must bear a complete and legible address, not written in pencil, and marked conspicuously "Parcel Post."

Packing.—Every parcel must be securely and substantially packed; but in such a way that it can be opened without damaging its cover, in order that its contents may be easily examined by postmasters and customs officials.

Postage.—Postage on every parcel must be fully prepaid at the rate applicable thereto as indicated in the tables on pages 343-344.

Letters Must Not Accompany Parcels.—A communication of the nature of personal correspondence must not accompany or be written on any parcel (but an open bill or invoice may be included). If such written matter be found it will be placed in the mails if separable, and if inseparable the entire parcel must be rejected.

Separately Addressed Packages.—Parcels must not contain packages addressed to persons other than the person named on the outside address of the parcel itself. If such enclosed packages be detected they must be sent for-

ward singly charged with new and distinct parcel post rates.

No Responsibility for Loss.—The Department is not responsible for the loss of or damage to any parcel.

Registration.—The sender of a parcel addressed to any of the places indicated in the foregoing table, except Barbados, Dutch Guiana, France, Great Britain, Guadeloupe, Martinique, The Netherlands and Uruguay may have the parcel registered by paying a registration fee of 10 cents, and will receive the "return receipt" without additional charge therefor, provided he demands a return receipt when he mails the parcel.

Undeliverable Parcels Returned to United States.—An undeliverable parcel returned to the United States, upon which the return postage has not been prepaid, is subject on delivery to the sender to a postage charge equal to the amount of postage originally prepaid on the parcel; which amount should be marked on the parcel by the United States exchange post office which receives it back from abroad, and collected by the post office which delivers it to the sender.

Customs Declarations.—A "customs declaration" properly filled out must be securely attached to every parcel. The contents must be accurately described. General terms such as "merchandise" and "samples" will not answer.

Customs Duties.—Customs duties cannot be prepaid; they will be collected of addressees when the parcels are delivered.

POSTAL SAVINGS SYSTEM.

The Third Assistant Postmaster General, as the official of the Post Office Department charged with the general supervision of the financial operations of the postal service, supervises the conduct of postal savings business at post offices. As the representative of the Board of Trustees of the Postal Savings

System, he transacts all business involving securities and the investment of funds. He conducts all correspondence of the Postal Savings System and examines the accounts of postmasters, banks and other financial agents receiving and disbursing funds.

RATES OF POSTAGE IN CERTAIN FOREIGN COUNTRIES ON ARTICLES SENT TO THE UNITED STATES.

(5 centimes, French currency, are the equivalent of 1 cent, United States money.)

Countries.	Letter rate for the first weight-unit.		For each additional unit.		Single postal cards, each.		Other articles, per 50 grams, equal to 2 oz.		Charge for registration.	Charge for return-receipt.
	Currency of country.	Centimes.	Currency of country.	Centimes.	Currency of country.	Centimes.	Currency of country.	Centimes.		
Antigua.....	2½ pence	25	1½ pence (1)	10	1 penny	10	1 penny	5	2 pence	2½ pence.
Argentina Republic.....	12 centavos	25	12 centavos (2)	10	6 centavos	10	3 centavos	5	12 centavos	12 centavos.
Ascension.....	2½ pence	25	1½ pence (1)	10	1 penny	10	1 penny	5	2 pence	2½ pence.
Australia.....	do	25	1½ pence (1)	10	1 penny	10	1 penny	5	2 pence	Do.
Austria.....	25 heller	25	15 heller (2)	10	10 heller	10	5 heller	5	25 heller	25 heller.
Bahamas.....	1 penny	10	1 penny (1)	10	1 penny	10	1 penny	5	2 pence	2½ pence.
Barbados.....	2½ pence	25	1½ pence (1)	10	1 penny	10	1 penny	5	2 pence	Do.
Bechuanaland Protectorate.....	do	25	1½ pence (1)	10	1 penny	10	1 penny	5	2 pence	Do.
Belgium.....	25 centimes	25	15 centimes (2)	10	10 centimes	10	5 centimes	5	25 centimes	25 centimes.
Bermuda.....	2½ pence	25	1½ pence (1)	10	1 penny	10	1 penny	5	2 pence	2½ pence.
Bolivia, via Panama.....	22 centavos	55	14 centavos (2)	20	8 centavos	20	4 centavos	15	10 centavos	10 centavos.
Bolivia, via San Francisco.....	20 centavos	50	12 centavos (2)	15	6 centavos	15	3 centavos	10	10 centavos	10 centavos.
Bosnia-Herzegovina.....	25 heller	25	15 heller (2)	10	10 heller	10	5 heller	5	25 heller	25 heller.
Brasil.....	200 reis	30	200 reis (3)	12½	100 reis	12½	50 reis	6½	250 reis	200 reis.
Bulgaria.....	25 stotinki	25	15 stotinki (2)	10	10 stotinki	10	5 stotinki	5	25 stotinki	25 stotinki.
Canada.....	2 cents per oz.	10	1 cent (2)	5	1 cent	5	Canadian domestic rates.	...	5 cents	5 cents.
Cayman Islands.....	2½ pence	25	1½ pence (1)	10	1 penny	10	1 penny	5	2 pence	2½ pence.
Cape Colony.....	do	25	1½ pence (1)	10	1 penny	10	1 penny	5	2 pence	Do.
Ceylon.....	15 cts. of rupees	25	9 centimes (1)	10	6 cts. of rupees	10	3 cts. of rupees	5	10 cts. of rupees	10 cts. of rupees.
Chile.....	20 centavos	25	10 centavos (2)	10	5 centavos	10	2 centavos	5	20 centavos	20 centavos.
China, Empire of, also foreign offices in.....	10 cents	25	6 cents (2)	10	4 cents	10	2 cents	5	10 cents	10 cents.
Colombia, Republic of.....	5 gold centavos	25	5 centavos (3)	10	2 gold centavos	10	1 gold centavo	5	10 gold centavos	5 gold centavos.
Congo, Independent State of.....	25 centimes	25	25 centimes (3)	10	10 centimes	10	5 centimes	5	25 centimes	25 centimes.
Costa Rica.....	10 centimes	25	10 centimes (3)	10	4 centimes	10	2 centimes	5	10 centimes	10 centimes.
Crete.....	25 lepta, 20 grs.	25	15 lepta, 15 grs.	10	10 lepta	10	5 lepta	5	25 lepta	20 lepta.
Cuba.....	2 centavos (1)	10	2 centavos (1)	5	1 centavo	5	1 centavo	5	2 centavos	2 centavos.
Cyprus.....	2 piastres	25	1½ piastre (1)	10	1 piastre	10	½ piastre	5	2 piastres	2 piastres.
Danish West Indies.....	25 bit.	25	15 bit (2)	10	10 bit.	10	5 bit.	5	25 bit.	15 bit.
Denmark.....	20 ore	25	10 ore (2)	10	5 ore	10	2 ore	5	15 ore	10 ore.
Dominican Republic (direct).....	5 centavos	25	5 centavos (3)	10	2 centavos	10	1 centavo	5	5 centavos	5 centavos.
Dominica.....	2½ pence	25	1½ pence (1)	10	1 penny	10	1 penny	5	2 pence	2½ pence.
East Africa, British.....	15 cents	25	9 cents (1)	10	6 cents	10	3 cents	5	12 cents	12 cents.
Ecuador.....	10 centavos	25	10 centavos (3)	15	5 centavos	15	1 centavo	5	10 centavos	5 centavos.
Egypt.....	10 millimes	25	6 millimes (3)	10	4 millimes	10	2 millimes	5	10 millimes	10 millimes.
Ethiopia.....	3 guarchas	25	1 guarcha (3)	10	1 guarcha	10	1 guarcha	5	3 guarchas	3 guarchas.
Falkland Islands.....	2½ pence	25	1½ pence (1)	10	1 penny	10	1 penny	5	2 pence	2½ pence.
Fiji Islands.....	do	25	1½ pence (1)	10	1 penny	10	1 penny	5	2 pence	Do.
France and Colonies.....	25 centimes	25	15 centimes (2)	10	10 centimes	10	5 centimes	5	25 centimes	10 centimes.
Gambia.....	2½ pence	25	1½ pence (1)	10	1 penny	10	1 penny	5	2 pence	2½ pence.

	20 penny	10 penny (2)	10 penny	5 penny	5 penny	20 penny
Germany	do	do	do	do	do	do
German Protectorates, via						
Cameroon (or Kamerun) Togo	24 pence	24 pence (2)	24 pence	12 penny 6	12 penny 6	24 pence
German South West Africa, in	10 cents (Max.)	4 cents (Max.)	4 cents (Max.)	2 cents (Max.)	2 cents (Max.)	10 cents (Max.)
Africa	15 halber	7 1/2 halber	7 1/2 halber	1 penny	1 penny	15 halber
Caroline and Palau Islands	24 pence	24 pence (2)	24 pence	1 penny	1 penny	24 pence
Mariana Islands, Marshall Is-	do	do	do	do	do	do
lands, New Guinea and Samoa,	do	do	do	do	do	do
In the Pacific						
Gilbert and Ellice Islands	1 penny	1 penny (1)	1 penny	do	do	1 penny
Kauai, in China	25 lepta	25 lepta (2)	25 lepta	10 lepta	10 lepta	25 lepta
German East Africa	20 ore	10 ore (2)	10 ore	1 penny	1 penny	20 ore
Gilbert	24 pence	24 pence (1)	24 pence	1 penny	1 penny	24 pence
Gold Coast	do	do	do	do	do	do
Great Britain	1 penny	1 penny (1)	1 penny	do	do	1 penny
Greece	25 lepta	25 lepta (2)	25 lepta	10 lepta	10 lepta	25 lepta
Greenland	20 ore	10 ore (2)	10 ore	1 penny	1 penny	20 ore
Grenada	24 pence	24 pence (1)	24 pence	1 penny	1 penny	24 pence
Guam, Island off	do	do	do	do	do	do
Guatemala	20 centavos	20 centavos (2)	20 centavos	10 centavos	10 centavos	20 centavos
Guiana, British	5 cents	5 cents (1)	5 cents	1 cent	1 cent	5 cents
Guiana, Dutch	12 1/2 cents Dutch	12 1/2 cents (2)	12 1/2 cents Dutch	24 cents Dutch	24 cents Dutch	10 cents Dutch
Hawaii	5 centavos	5 centavos (2)	5 centavos	1 centavo	1 centavo	5 centavos
Haiti	15 centavos	15 centavos (2)	15 centavos	3 centavos	3 centavos	15 centavos
Honduras, Republic of	10 cents	10 cents (1)	10 cents	1 cent	1 cent	10 cents
Honduras, British	10 cents	10 cents (1)	10 cents	1 cent	1 cent	10 cents
Hong-Kong	24 silver	24 silver (2)	24 silver	10 silver	10 silver	24 silver
Hunary	24 annas	24 annas (1)	24 annas	1 anna	1 anna	24 annas
India, British	24 annas	24 annas (1)	24 annas	1 anna	1 anna	24 annas
Italy and Colony of Eritrea	24 annas	24 annas (2)	24 annas	1 anna	1 anna	24 annas
Italian Protectorate of Brindisi	24 pence	24 pence (1)	24 pence	1 penny	1 penny	24 pence
Japan	10 sen	10 sen (2)	10 sen	4 sen	4 sen	10 sen
Korea	do	do (2)	do	do	do	do
Labuan	5 cents	5 cents (1)	5 cents	1 cent	1 cent	5 cents
Labuan	24 pence	24 pence (1)	24 pence	1 penny	1 penny	24 pence
Labuan	5 cents	5 cents (2)	5 cents	1 cent	1 cent	5 cents
Labuan	24 centimes	24 centimes (2)	24 centimes	10 centimes	10 centimes	24 centimes
Labuan	14 pence	14 pence (1)	14 pence	1 penny	1 penny	14 pence
Labuan	18 cta. of rupee	9 cta. (1)	9 cta. of rupee	1 cta. of rupee	1 cta. of rupee	18 cta. of rupee
Labuan	5 centavos	5 centavos (2)	5 centavos	1 centavo	1 centavo	5 centavos
Labuan	25 paras	25 paras (2)	25 paras	5 paras	5 paras	25 paras
Labuan	24 pence	24 pence (1)	24 pence	1 penny	1 penny	24 pence
Labuan	50 reis	50 reis (2)	50 reis	10 reis	10 reis	50 reis
Labuan	24 pence	24 pence (3)	24 pence	1 penny	1 penny	24 pence
Labuan	12 1/2 cta. Dutch	12 1/2 cta. (3)	12 1/2 cta. Dutch	24 cta. Dutch	24 cta. Dutch	10 cta. Dutch

In the countries and colonies marked (1) the weight-unit is one ounce. In countries and colonies marked (2) the weight-unit is twenty grams or about $\frac{1}{2}$ ounce.

[illegible]

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Letters from Germany
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Liability for Newspaper

44 letters from different parts of the country and more mail from Germany and the Netherlands. The letters were sent to the 100th Airborne Division, which was then in the Netherlands. The letters were sent to the 100th Airborne Division, which was then in the Netherlands. The letters were sent to the 100th Airborne Division, which was then in the Netherlands.

RATES OF POSTAGE IN CERTAIN FOREIGN COUNTRIES ON ARTICLES SENT TO THE UNITED STATES.—Continued.
 [3 centimes, French currency, are the equivalent of 1 cent, United States money.]

Countries.	Letter rate for the first weight-unit		For each additional unit		Single postal cards, each, *		Other articles, per 50 grams, equal to 2 oz.		Charge for registration.	Charge for return-receipt.
	Currency of country	Centimes	Currency of country	Centimes	Currency of country	Centimes	Currency of country	Centimes		
Netherlands, East Indies	12½ cents Dutch	25	7½ cents (2) do	10	5 cents Dutch	10	24 cents Dutch	5	10 cents Dutch	10 cents Dutch
Netherlands, West Indies	do.	25	do.	10	do.	10	do.	5	do.	do.
Nevada	24 pence	25	1½ pence (1) do	10	1 penny	10	1 penny	5	2 pence	2½ pence
New Guinea, British	2 cents	25	2 cents (1) do	10	2 cents	10	1 penny	5	5 cents	5 cents
New Hebrides	24 pence	25	2½ pence (3) do	10	1 penny	10	1 penny	10	3 pence	2½ pence
New Zealand, with Cook's Islands ..	24 pence	25	1½ pence (1) do	10	1 penny	10	1 penny	5	2½ pence	1 penny
Nicaragua	1 penny	10	1 penny (1) do	10	1 penny	10	1 penny	5	do	2½ pence
Nigeria, Southern	50 centavos	50	35 centavos (2) do	15	15 centavos	15	10 centavos	10	50 centavos	25 centavos
North Borneo, British	24 pence	25	1½ pence (1) do	10	1 penny	10	1 penny	5	2 pence	2½ pence
North West Rhodesia, British Protectorate ..	10 cents	25	10 cents (3) do	10	4 cents	10	2 cents	5	10 cents	6 cents
Norway	4 pence	40	4 pence (3) do	10	1 penny	10	1 penny	10	4 pence	2½ pence
Nyasaland, British Protectorate ..	20 ore	25	10 ore (2) do	10	10 ore	10	5 ore	5	20 ore	20 ore
North East Rhodesia, British Protectorate ..	3 pence	30	3 pence (3) do	10	2 pence	20	2 pence	20	4 pence	2 pence
Orate	2½ do.	25	2½ pence (3) do	10	1 penny	10	do	20	do	2½ pence
See Union of So Africa	do.	25	do (3) do	10	do	10	do	5	do	do
Panama	24 centesimos (silver)	12½	2 centesimos (2) do	5	1 centesimo	5	1 centesimo	5	5 centesimos	2½ centesimos
Paraguay	75 centavos	37½	75 centavos (3) do	12½	25 centavos	12½	16 centavos	7½	50 centavos	50 centavos
Peru	13 shahis	25	13 shahis (3) do	10	8 shahis	10	4 shahis	5	13 shahis	13 shahis
Peru, via San Francisco	10 centavos	25	10 centavos (3) do	10	4 centavos	10	4 centavos	10	10 centavos	10 centavos
Philippine Islands	12 centavos	30	12 centavos (3) do	10	do	10	6 centavos	15	do	do
Porto Rico	Same as U. S.	25	do	25	do	25	do	25	do	do
Portugal, including the Azores and Madeira Islands	5 centavos	25	5 centavos	10	4 centavos	10	1 centavo	5	5 centavos	5 centavos
Portuguese Colonies:										
Angola	50 reis	25	50 reis	10	20 reis	10	10 reis	5	50 reis	50 reis
Cape Verde	do.	25	do	10	do	10	do	5	do	do
Guinea	do.	25	do	10	do	10	do	5	do	do
St. Thome and Principe	do.	25	do	10	do	10	do	5	do	do
Portuguese India	2 tangas	25	15 reis (3) do	10	10 reis	10	5 reis	5	2 tangas	2 tangas
Macao	10 avos	25	6 avos (2) do	10	4 avos	10	2 avos	5	10 avos	10 avos
Timor	do.	25	do (2) do	10	do	10	do	5	do	do
Rhodesia, Southern	24 pence	25	24 pence (3) do	10	1 penny	10	1 penny	5	4 pence	2½ pence
Roumania	25 bani	25	15 bani (2) do	10	10 bani	10	5 bani	5	25 bani	25 bani
Russia	10 kopecks	25	10 kopecks (3) do	10	4 kopecks	10	2 kopecks	5	10 kopecks	10 kopecks
Russian postoffices in Turkey	40 paras	25	30 paras (2) do	10	20 paras	10	10 paras	5	40 paras	40 paras
Salvador	17 centavos (2) do	35	12 centavos (3) do	10	5 centavos	10	5 centavos	5	20 centavos	5 centavos
Sarawak, British Protectorate of ..	10 cents	25	6 cents (1) do	10	4 cents	10	2 cents	5	10 cents	10 cents



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CHAPTER XIII.

PATENTS, TRADE-MARKS, AND COPYRIGHTS.*

Revised by Loyd H. Sutton, of the United States Patent Office.

GENERAL INFORMATION REGARDING PATENTS.

WHAT IS A PATENT?—The term *patent* or *letters patent* is derived from *litterae patentes*, signifying that which is open or disclosed, in contradistinction to *lettre de cachet*, that which is sealed or secret. This term is the keynote of the whole principle upon which the patent system is built up, namely, disclosure. The disclosure must be honest, absolute and unreversed. The penalty for mental crookedness or for ignorance in giving out fully and freely the nature of the invention is severe and direct, and is nothing less than forfeiture of the patent itself. The reason for this is perfectly logical and arises from the very meaning, spirit and nature of the relationship existing between the patentee and the government. The term of a patent is 17 years. During this term of 17 years the patentee obtains a monopoly under which he secures exclusive right of manufacture, use and sale. The patent itself, however, is in the nature of a contract between the patentee and the government, presumably for their mutual benefit. The government grants to the inventor the exclusive right of manufacture and sale for 17 years on condition that the inventor shall disclose fully the nature of his invention or discovery, and shall allow the public the unrestricted use of the invention after this term has expired. If he fail in making full disclosure, he has not lived up to the terms of the implied contract and the patent thereby becomes null and void. It sometimes happens that an inventor discloses freely part of the invention, but cunningly conceals some essential step in the process, but if the case is tested within the courts and the real facts are brought to light, the patent will be declared invalid. At the end of the term of 17 years the patent be-

comes public property, and the article may be freely manufactured by any one. It can never thereafter, as in so many cases in the Middle Ages, become a lost art.

WHO MAY OBTAIN A PATENT?—In order to secure a valid patent, the applicant must declare upon oath that he believes himself to be the original and first inventor or discoverer of the art, machine, manufacture, composition or improvement for which he solicits a patent; that he does not know and does not believe that the same was ever before known or used; that the invention has not been in public use or on sale in the United States for more than two years before the application was filed, and not described in any printed publication or patent in this or any foreign country for more than two years prior to the filing of his application; and that the invention has not been patented to himself or to others with his knowledge or consent in this or any foreign country for more than two years prior to his application, or on an application for a patent filed in any foreign country by himself or his legal representatives or assigns more than twelve months prior to his application. Any one who can subscribe to the above conditions may apply for a patent, irrespective of race, color, age or nationality. Minors and women and even convicts may apply for patents under our law. The rights even of a dead man in an invention are not lost, for an application may be filed in his name by his executor or administrator, and the rights of his heirs thereby safeguarded. The patent in this case would issue to the executor or administrator and would become subject to the administration of the estate like any other property left by the de-

* Compiled originally for Munn & Co., Patent Attorneys.

ceased. Even the rights of an insane person may not be lost, as the application may be filed by his legal guardian. If foreign patents for the same invention have been previously issued, having been filed more than twelve months before the filing of the United States application, the patent will be refused. The applicant must state his nationality. It often happens that two or more individuals have jointly worked upon the invention, and in this case the several inventors should jointly apply for the patent. Should they not so apply, the patent when issued will be invalid. If they are merely partners, however, and not co-inventors, they should not apply jointly for a patent, as the inventor alone is entitled to file the application. He may, however, assign a share in the patent to his partner, coupled with the request that the patent should issue to them jointly. It is of the greatest importance that these distinctions should be clearly understood; otherwise, the patent may be rendered invalid.

WHAT MAY BE PATENTED?—Any *new and useful* art, machine, manufacture or composition of matter, or any new and useful improvements thereon. The thing invented must be *new and useful*. These are conditions precedent to the granting of a patent. Of these two conditions by far the more important is the former, and it is concerning the interpretation of this word "*new*" and its bearing upon the invention that the principal work and labor involved in passing an application safely through the Patent Office is involved. When the invention has been worked out by the inventor and he is prepared to file his application, he or his attorney prepares the necessary papers as provided for by law, namely: An Oath, a Petition, a Specification consisting of a description of the invention and concluding with claims which specifically set forth what the inventor claims to be the novel features of the invention, and drawings which are prepared and filed with the case, and in due course the application is ready for examination in the Patent Office. The question of whether the invention is *new* is then considered. The examination consists in searching through the files of the Patent Office among the patents that have been already issued, and through such literature as may bear upon the subject. The question of whether an invention is new is

one of fact, and one of the greatest importance, and upon the showing that the inventor is able to make during the prosecution of the case, depends largely the future success of the patent. The evidence adduced in proving that the invention is not new must be tangible and accessible. A patent would not be refused or overturned on a mere mental concept. There must be some evidence of a substantial character that serves to show that the earlier idea was reduced to practice or at least that there was such a description or drawing made as would be sufficient for one skilled in the art to reduce the invention to practice. If it has not been actually reduced to practice, it must be a concrete, not an abstract, idea.

It is essential that the application for a patent should be filed before the invention has been in public use or on sale for a period of two years. If the inventor has publicly used or sold his invention for a period of two years it becomes public property and he cannot regain the right to obtain a patent. He may, however, make models and experiment with his invention for a much longer period, provided he does not disclose his invention to the public or put it into actual use or on sale for a period of two years. The word "*useful*" is not one which usually gives either the Patent Office or the inventor a great deal of trouble, as any degree of utility, however insignificant, will serve to entitle the inventor to a patent. It has often happened that an invention which appears, at the time the patent is applied for, to have no special utility, in later years, owing to new discoveries or improvements in the arts, is found to possess the greatest merit and value. Unless an invention is positively meretricious, therefore, it is difficult to assume that it either has no utility or never will have any. Patents are granted for "*any new and useful art, machine, manufacture or composition of matter, or any improvement thereon.*" It is seen from the terms of the statute that almost any creature of the inventive faculty of man becomes a proper subject for a patent. The exceptions are very few. Patents will not be granted, for example, for any invention that offends the law of nature. Under this category may be mentioned perpetual motion machines. Inventions of an immoral nature will not be

considered. Medicines and specifics are not now proper subjects for letters patent, unless some important new discovery is involved.

ABANDONED APPLICATIONS.—While abandonment may arise in different ways, its most frequent occurrence results from a failure to properly prosecute the application. An applicant is given one year by the statute in which to respond to an action on his application by the Patent Office. This period of one year runs from the day on which the letter from the Office is dated. If the last day of the year falls on Sunday the applicant's response must be in the Patent Office on the preceding day, i. e., Saturday. Where an applicant waits until the close of the year before acting on his case he does so at considerable risk, and if his response fails to arrive at the Office by the last day of the year little leniency will be shown him in reviving the case except upon a showing of good and sufficient cause. Not only must the applicant's response come within the year, but it must be fully responsive to the last action by the Office. In other words, his action on the application must be all that the state of the case requires as shown by the last Office letter. An abandoned application may be revived upon petition to the Commissioner if the applicant can show that the delay in the prosecution of the case was unavoidable.

APPEALS.—If an application for a patent has been twice rejected, the applicant may appear from the Primary Examiner to the Board of Examiners-in-Chief. He may further carry the appeal to the Commissioner of Patents and in case he is not satisfied with the latter's decision he may carry the appeal finally to the Court of Appeals of the District of Columbia.

INTERFERENCE.—If two or more individuals have made inventions which can be expressed by the same claim or claims, which must be patentable, interference proceedings may be instituted to determine which applicant is the original or first inventor. Interference proceedings are instituted between applicants whose applications are pending or between a pending application and a patent already issued, provided the latter patent has not been issued for more than two years prior to the filing of the conflicting application. The proceedings are conducted before the Examiner of Interferences.

Appeal may be taken from the Examiner of Interferences to the Board of Examiners-in-Chief, and from the Board of Examiners-in-Chief to the Commissioner, and thence to the Court of Appeals of the District of Columbia. Not all the claims for a patent are necessarily involved, but only such as cover the particular feature of the invention which is declared to be in interference. The unsuccessful applicant by eliminating the claim or claims in controversy and all other claims readable upon the disclosure of the successful applicant, may procure allowance of other claims in his application. The disclosure of the successful party virtually becomes a part of the prior art and in the further prosecution of the case it will be so treated. In determining the question of priority of invention witnesses are examined and the proceedings are conducted much in the same manner as in a suit at law. The first step in the proceeding consists in filing with the Commissioner a preliminary statement made under oath, giving the date at which the invention was first conceived and reduced to some tangible form, such as the making of drawings, the construction of a model, or the disclosing of the invention to another. The object of the subsequent examination and cross-examination is to substantiate the date of invention as claimed by the applicants respectively, and to establish the priority of invention.

REISSUES.—A reissue is granted to the original patentee, his legal representative or the assignees of the entire interest, when the original patent is inoperative or invalid by reason of a defective or insufficient specification, or by reason of the patentee claiming as his invention or discovery more than he had a right to claim as new, provided the error has arisen through inadvertence, accident or mistake, and without any fraudulent or deceptive intention. The reissue application must be made and the specification sworn to by the inventor or inventors if he or they be living. What is inadvertence, accident or mistake has been the subject of much litigation and as a general rule the courts require a clear showing of such. No new matter can be introduced into the reissue application, but its subject matter must be capable of being found within the four corners of the original

application. As two years' publication of the subject matter of an invention is a bar to the issue of a patent, the courts as a general rule will not sustain a reissue patent the claims of which are broader than those of the original patent where the reissue application is filed more than two years after the grant of the original patent. The original patent must be surrendered when a reissue application is made. The reissue patent is good only for the unexpired term of the original patent.

PATENTED ARTICLES MUST BE MARKED.—Articles manufactured and sold under a patent must be so marked that the public shall have notice that the article is a patented one. This notice consists of the word "Patented," together with the date when the patent was issued. Damages cannot be recovered in an infringement suit unless the patented articles are so marked or it be shown that the defendant was duly notified of his infringement, but continued after such notice to infringe.

INFRINGEMENT.—In case of an action for the infringement of a patent, the importance of the question of novelty appears from the special pleadings which the defendant may enter, which are as follows:

1. That for the purpose of deceiving the public the description and specification filed by the patentee in the Patent Office was made to contain less than the whole truth relative to his invention or discovery, or more than is necessary to produce the desired effect; or,

2. That he had surreptitiously or unjustly obtained the patent for that which was in fact invented by another, who was using reasonable diligence in adapting and perfecting the same; or,

3. That it had been patented or described in some printed publication prior to his supposed invention or discovery thereof; or,

4. That he was not the original and first inventor or discoverer of any material and substantial part of the thing patented; or,

5. That it has been in public use or on sale in this country for more than two years before his application for a patent, or had been abandoned to the public.

Damages for infringement of a patent may be recovered at law by action on the case, or in equity by bill, in

the name of the patentee or his assignee. The courts having jurisdiction over such cases have the power (1) to grant injunctions against the violation of any right secured by the patent; (2) to allow the recovery of damages sustained by the complainant through such infringement, or the profits obtained by the infringer arising from such infringement. The defendant may be compelled to furnish an accounting showing the amount of the articles manufactured and sold and the profits derived from such sale.

DESIGN PATENTS.—Design patents are issued for any new or original design, whether it be a work of art, statue, bas-relief, design for prints or fabrics, or for any new design or shape or ornament in any article of manufacture. The scope of the design patent was formerly very broad, but recent decisions and enactments have greatly restricted its availability and a design patent cannot now be obtained unless it possesses some inherent artistic quality. Mere utility is not sufficient to entitle a new design to letters patent. The terms of design patents are 3½, 7 or 14 years.

ASSIGNMENTS.—A patent or any interest therein may be sold or assigned like any other piece of property. An inventor may sell or assign his interest or a part interest in his invention, either before the application is filed or while the application is still pending. Under these circumstances the patent may be issued to the assignee or to the inventor and assignee jointly. The patent, if already issued, may be assigned by the owner whether he be the inventor or assignee. The conveyance is effected by an instrument in writing stating the conditions under which the patent is assigned, and the assignment should be recorded in the Patent Office to protect the assignee, as the assignment is void as against any subsequent purchase or mortgagee for a valuable consideration unless it is recorded in the Patent Office within three months from the date thereof.

(Note: The provisions of the Patent Statutes relating to the filing of caveats were repealed by Act of July 1, 1910.)

The stamp "Patent Applied For" or "Patent Pending" simply means that an application for patent has been filed in the Patent Office. Action against infringers cannot be taken until the patent actually issues.

MATERIAL FOR FIGURES SHOWING TOTAL NUMBER OF PATENTS TO DECEMBER 31, 1911.

	Issued During Year.		Issued During Year.
1836.....	109	1883.....	21,196
1837.....	436	1884.....	19,147
1838.....	515	1885.....	23,331
1839.....	404	1886.....	21,797
1840.....	458	1887.....	20,429
1841.....	490	1888.....	19,585
1842.....	488	1889.....	23,360
1843.....	494	1890.....	25,322
1844.....	478	1891.....	22,328
1845.....	475	1892.....	22,661
1846.....	566	1893.....	22,768
1847.....	495	1894.....	19,875
1848.....	584	1895.....	20,883
1849.....	988	1896.....	21,867
1850.....	884	1897.....	22,098
1851.....	757	1898.....	20,404
1852.....	890	1899.....	23,296
1853.....	846	1900.....	24,660
1854.....	1,759	1901.....	25,558
1855.....	1,892	1902.....	27,136
1856.....	2,315	1903.....	31,046
1857.....	2,686	1904.....	30,267
1858.....	3,467	1905.....	29,784
1859.....	4,165	1906.....	31,181
1860.....	4,363	1907.....	35,880
1861.....	3,040	1908.....	32,757
1862.....	3,221	1909.....	36,574
1863.....	3,781	1910.....	35,168
1864.....	4,638	1911.....	32,917
1865.....	6,099	United States.....	1,023,051
1866.....	8,874	France	456,644
1867.....	12,301	Great Britain.....	443,035
1868.....	12,544	Germany	259,634
1869.....	12,957	Belgium	248,200
1870.....	12,157	Canada	141,406
1871.....	11,687	Italy and Sardinia.....	106,902
1872.....	12,200	Austria-Hungary	82,933
1873.....	11,616	Austria	70,463
1874.....	12,230	Switzerland	53,449
1875.....	13,291	Hungary	50,474
1876.....	14,172	Spain	46,915
1877.....	12,920	Sweden	35,325
1878.....	12,345	Russia	26,917
1879.....	12,133	Norway	23,856
1880.....	12,926	Denmark	23,023
1881.....	15,548	Japan	21,191
1882.....	18,135		

THE UNITED STATES PATENT SYSTEM.

The fundamental principles upon which the present commercial supremacy of the United States is based can be found in three provisions of the Constitution: First, the granting of free speech; second, the offer of remuneration for the use of the products of the brain by providing a limited period during which a man shall enjoys the fruits of his efforts; and third, the protection of personal property by the provision that no person shall be deprived of his property without due process of law.

The Constitutional provision mentioned as second is as follows: "The Congress shall have power * * * to promote the progress of Science and Useful Arts by securing for limited

Times to Authors and Inventors, the exclusive Right to their respective Writings and Discoveries."

Upon this foundation stands the United States Patent Office, established for the purpose of carrying out the intentions of the framers of the Constitution and developed far beyond their fondest dreams, by American ingenuity and perseverance.

The value of our patent system is eloquently outlined by Senator Platt, of Connecticut. In speaking on a bill for the reorganization of the Patent Office, he said:

"To my mind, the passage of the act of 1836 creating the Patent Office marks the most important epoch in the history of our development—I think the most important

event in the history of our Government from the Constitution until the Civil War. The establishment of the Patent Office marked the commencement of that marvelous development of the resources of the country which is the admiration and wonder of the world, a development which challenges all history for a parallel; and it is not too much to say that this unexampled progress has been not only dependent upon, but has been coincident with, the growth and development of the patent system of this country. Words fail in attempting to portray the advancement of this country for the last fifty years. We have had fifty years of progress, fifty years of inventions applied to the every-day wants of life, fifty years of patent encouragement, and fifty years of a development in wealth, resources, grandeur, culture, power, which is little short of miraculous. Population, production, business, wealth, comfort, culture, power, grandeur, these have all kept step with the expansion of the inventive genius of the country; and this progress has been made possible only by the inventions of its citizens. All history confirms us in the conclusion that it is the development by the mechanical arts of the industries of a country which brings to it greatness and power and glory. No purely agricultural, pastoral people ever achieved any high standing among the nations of the earth. It is only when the brain evolves and the cunning hand fashions labor-saving machines that a nation begins to throb with new energy and life and expands with a new growth. It is only when thought wrings from nature her untold secret treasures that solid wealth and strength are accumulated by a people."

When the Japanese Government was considering the establishment of a patent system, they sent a commissioner to the United States and he spent several months in Washington, every facility being given him by the Commissioner of Patents. One of the examiners said: "I would like to know why it is that the people of Japan desire to have a patent system."

"I will tell you," said Mr. Takahashi. "You know it is only since Commodore Perry, in 1854, opened the ports of Japan to foreign commerce that the Japanese have been trying to become a great nation, like other nations of the earth, and we have looked about us to see what nations are the greatest, so that we could be like them; and we said, 'There is the United States, not much more than a hundred years old, and America was not discovered by Columbus yet four hundred years ago'; and we said, 'What is it that makes the United States such a great nation?' And we investigated and found it was patents, and we will have patents."

The examiner, in reporting this interview, added: "Not in all history is there an instance of such unbiased testimony to the value and worth of the patent system as practiced in the United States."

The demonstration thus given the commercial world during the last three-quarters of a century of the effect of beneficent patent laws has led to their modification in all the chief industrial countries, and the salient feature of our system—a preliminary examination as to novelty and patentability prior to the grant of a patent—has in late years been incorporated into the patent systems of many foreign countries.

The theory of patents is essentially based on the principle of monopoly. Hence we have the nature and scope of patents changing through the centuries with the change in the conception of the rights of the people. In its origin the patent was a royal grant of special privilege to a favored subject in the form of a private monopoly. Political evolution has restricted it to a grant for a limited number of years of an exclusive right to make, use and vend that which is the product of the inventor's brain. The discoverer of new products in the arts, and the inventor of new processes or machines or improvements in machines, adds to the public wealth and is entitled to a protection in their enjoyment as a recompense. The knowledge of this protection acts also as a stimulus to endeavor. Therefore all civilized nations to-day recognize and protect the inventor's rights.

A few patents for inventions were granted by the provincial governments of the American colonies and by the legislatures of the States, prior to the adoption of the Federal Constitution. On the 5th of September, 1787, it was proposed to incorporate in a constitution a patent and copyright clause. The germinating principle of this clause of the Constitution has vitalized the nation, expanded its powers beyond the wildest dreams of its fathers, and from it more than from any other cause, has grown the magnificent manufacturing and industrial development which we to-day present to the world.

President Washington realized the importance of formulating a law to stimulate inventions, and in his first annual message to Congress, in 1790, said:

"I can not forbear intimating to you the expediency of giving effectual encouragement as well to the introduction of new and useful inventions from abroad as to the exertion of skill and genius in producing them at home."

Congress was quick to act, and on April 10, 1790, the first law upon the subject was enacted. It constituted the Secretary of State, the Secretary of War, and the Attorney-General a board to consider all applications for patents. Owing to the fires that have destroyed the early records of the Patent Office, some question has arisen as to the number of patents issued under this act; but from the best information obtainable, the number is

placed at fifty-seven. The first patent issued was to Samuel Hopkins, July 31, 1790, for making pot and pearl ashes.

The archives of the department show that the issuance of a patent in those days was a state occasion. The President and cabinet met in solemn conclave and, after having deliberated upon whether it was proper for the inventor to have the sole right to the manufacture of the child of his brain, presented him with the papers bestowing this privilege upon him. Hopkins was warmly congratulated by President Washington and the event was recorded in all the diaries of those present.

At this period the clerical part of the work preparatory to the issuance of a patent was performed in the State Department. It would be interesting to see Thomas Jefferson, the Secretary of War, and the Attorney-General, critically examining the application and scrutinizing each point carefully and rigorously. The first year the majority of the applications failed to pass the ordeal, and only three patents were granted. In those days every step in the issuing of a patent was taken with great care and caution. Mr. Jefferson always seeking to impress upon the minds of his officers and the public that the granting of a patent was a matter of no ordinary importance.

The act of 1793 superseded the act of 1790, and remained in force as amended from time to time until the act of 1836 was passed. The act of 1793 was the only act ever passed in this country which provided for the issuance of Letters Patent without the requirement of an examination into the novelty and utility of the invention for which the patent was sought.

The act of 1836, with modifications, remained in force until the revision of the patent laws in 1870. This revision was largely a consolidation of the statutes then in force.

Under the revision of the statutes of the United States in 1874 the act of 1870 was repealed; but the revision substantially reenacted the provisions of the act of 1870.

Under the acts of 1790 and 1793 Letters Patent were granted for a term of fourteen years. There was no provision for extension; but while the act of 1793 was in force Congress extended some thirteen patents.

The act of 1836 provided that Letters Patent should be granted for a term of fourteen years, and provision was made for an extension for a term of seven years upon due application and upon a proper showing. Until 1848 petitions for extensions were passed upon by a board consisting of the Secretary of State, the Commissioner of Patents, and the Solicitor of the Treasury. After that time power was vested solely in the Commissioner of Patents.

The patent act of March 2, 1861 (section 16), provided that all patents thereafter granted should remain in force for a term of seventeen years from the date of issue, and the extension of such patents was prohibited.

The consolidated patent act of 1870, while providing that patents should be granted for a term of seventeen years, also provided that

patents granted prior to March 2, 1861, might, upon due application and a proper showing, be extended by the Commissioner of Patents for a term of seven years from the expiration of the first term.

By the revision of the patent laws in 1874 the prohibition against the extension of patents was dropped, and since that time Congress has had the power to extend Letters Patent. Congress extended five patents granted under the act of 1836, and in nine instances authorized patentees to apply to the Commissioner of Patents for extension of their patents. So far as one has been able to discover, no patent granted for a term of seventeen years has been extended by Congress.

It was not until 1842 that the statute was passed authorizing the grant of patents for designs. Under that act design patents were granted for seven years. Subsequently provisions were made for granting them for terms of three and one-half, seven, and fourteen years, at the election of the applicant.

By the act of March 2, 1861, the Board of Examiners-in-Chief was established. Prior to that time, and during the incumbency of Commissioner Holt, temporary boards of examiners to decide appeals had been appointed by him, and later on he created a permanent board of three examiners who were to decide on appeal rejected cases and submit their decisions to him for approval.

The act of 1870 made the first provision for an Assistant Commissioner and an Examiner of Interferences. Another provision in that act was the power given the Commissioner, subject to the approval of the Secretary of the Interior, to establish regulations for the conduct of proceedings in the Office.

On January 1, 1898, an act passed March 3, 1897, went into force. Some of the provisions of this act were that applications for patents should be completed and prepared for examination within one year after the filing of the application and that the applicant should prosecute the same within one year after an action thereon or it should be regarded as abandoned (prior to that time two years was the limit); that an inventor should be debarred from receiving a patent if his invention had been first patented by him or his legal representatives or assigns in a foreign country, provided the application for the foreign patent had been filed more than seven months (made twelve months by Act of March 3, 1897), prior to the filing of the application in this country; and that if the invention for which a patent was applied for had been patented or described in any printed publication in this or any foreign country for more than two years prior to the application a patent could not issue.

The first provision for affording accommodations for the Patent Office was in 1810, when Congress authorized the purchase of a building for the General Post-office and for the office of the Keeper of Patents. The building purchased was known as "Blodgett's Hotel," and stood on the site now occupied by the south front of the building until recently occupied by the Post-office Department, and now used by several bureaus of the Interior Department. The east end of this building was used for the records, models, etc., of the Patent Office. This building was destroyed by fire December 13, 1836. On July 4, 1836, an act was passed ap-

appropriating \$108,000 for the erection of a suitable building for the accommodation of the Patent Office, and within that month the erection of the building was begun.

It was the present south front of the Patent Office, excluding the south ends of the east and west wings. The basement (which is now the first or ground floor) was to be used for storage and analogous purposes, the first or portico floor for office rooms, and the second floor was to be one large hall with galleries on either side, and to have a vaulted roof. This hall was to be used for exhibition purposes, for the display of models of patented and unpatented inventions, and also as a national gallery of the industrial arts and manufactures.

During the erection of the Patent Office building, temporary quarters were provided in the City Hall. In the spring of 1840, the building was completed and the Office moved into it. The sum of \$422,011.65 was expended on this building. The patented models were then classified and exhibited in suitable glass cases, while the national gallery was arranged for exhibition of models and specimens.

By the act of March 3, 1849, the Interior Department was established and the Patent Office attached thereto. This same act appropriated \$50,000 out of the patent fund to begin the east or Seventh street wing, which was completed in 1852 at a cost of \$600,000, \$250,000 of which was taken from the revenue of the Patent Office. In 1852 the plans for the entire building, as it now stands, were prepared. The west wing was completed in 1856 and cost \$750,000. Work on the north or G street wing was begun the same year. In 1867 this wing was finished at a cost of \$575,000. The entire building cost \$2,347,011.65.

In May, 1802, President Jefferson appointed Dr. William Thornton as a clerk at \$1,400 per year, to have charge of the issuance of patents. He took the title of Superintendent, and continued to act in that capacity until his death, March 28, 1828. He was succeeded by Dr. William P. Jones, who acted until his removal in the early part of President Jackson's administration. John D. Craig followed Dr. Jones, and in 1834 he was succeeded by B. F. Pickett, who served but a brief period. The last Superintendent was Henry L. Ellsworth, who became the first Commissioner under the act of 1836, and served until 1845. The other Commissioners under that act were:

Edmund Burke, May 4, 1845.
Thomas Ewbank, May 9, 1849.
Silas H. Hodges, November 8, 1852.
Charles Mason, May 16, 1853.
Joseph Holt, September 10, 1857.
William D. Bishop, May 27, 1859.
Philip F. Thomas, February 16, 1860.
D. P. Holloway, March 28, 1861.
T. C. Theaker, August 17, 1865.
Elisha Foote, July 29, 1868.
Samuel S. Fisher, April 26, 1869.

Commissioner Fisher continued as Commissioner for a short time under the act of 1870. Other Commissioners under that act have been:

M. D. Leggett, January 16, 1871.
John M. Thacher, November 4, 1874.
R. H. Duell, October 1, 1875.
Ellis Spear, January 30, 1877.
H. E. Paine, November 1, 1878.
E. M. Marble, May 7, 1880.

Benjamin Butterworth, November 1, 1883.
M. V. Montgomery, March 23, 1885.
B. J. Hall, April 12, 1887.
C. E. Mitchell, April 1, 1889.
William E. Simonds, August 1, 1891.
John S. Seymour, March 31, 1893.
Benjamin Butterworth, April 7, 1897.
Charles H. Duell, February 3, 1898.
F. I. Allen, April 11, 1901.
E. B. Moore, June 1, 1907.

Commissioner Fisher was the first to publish his decisions and to have the copies of the specifications and drawings made by photo-lithography. He also instituted the practice of requiring competitive examinations for entrance to and promotions in the examining force of the office.

Beginning in 1843 and annually thereafter the Patent Office reports were published, which, until 1853, contained merely an alphabetical index of the names of the inventors, a list of the expired patents, and the claims of the patents granted during the week. In 1853 and afterwards small engraved copies of a portion of the drawings were added to the reports to explain the claims.

The act of 1870 authorized the Commissioner to print copies of the claims of the current issues of patents and of such laws, decisions, and rules as were necessary for the information of the public. In conformity with this provision there was published weekly a list giving the numbers, titles, and claims of the patents issued during the week immediately preceding, together with the names and residences of the patentees. This list was first published under the name of The Official Gazette of the United States Patent Office, on January 3, 1872. In July, 1872, portions of the drawings were introduced to illustrate the claims in the patented cases. The Official Gazette has now become one of the most valuable and important of Government publications. Each Senator and Representative is authorized to designate eight public libraries to receive this publication free. One copy is also furnished free to each member of Congress. It is also sent all over the world in exchange for similar publications by other Governments, and its paid subscription list is constantly increasing.

Industrial demand and invention go hand in hand. They act and react, being interdependent. Any change in industrial conditions creating a new demand is at once met by the invention of the means for supplying it, and through new inventions new industrial demands are every year being created. Thus through the process of evolution the industrial field is steadily expanding, and a study of the inventions for any decade will point out the lines of industrial growth for the succeeding decade.

The one millionth patent was issued August 8, 1911, to Frank H. Holton of Akron, Ohio, on an improvement in inflated automobile tires. Patent number one had been issued in 1836 to John Ruggles for a locomotive engine. Patent number 500,000 was issued June 20, 1893. It therefore took 57 years to reach the half million number but only 18 years more to reach the whole million number.

The following figures will give an idea of the relative development of American inventions, beginning with 1850, remembering that 9,957 patents were issued up to July 28, 1836, when the present series of patents was commenced, and that 6,980 patents were issued from July 28, 1836 to December 31, 1849

NUMBER OF PATENTS FOR INVENTIONS ISSUED DURING EACH CALENDAR YEAR, AND NUMBER OF LIVE PATENTS AT THE BEGINNING OF EACH CALENDAR YEAR.

Year.	Number of Patents Issued Dur- ing the Year.	Number of Live Patents.
1850.....	884	6,987
1851.....	757	7,769
1852.....	890	8,099
1853.....	846	8,474
1854.....	1,759	8,928
1855.....	1,892	10,251
1856.....	2,315	11,673
1857.....	2,686	13,518
1858.....	3,467	15,714
1859.....	4,165	18,714
1860.....	4,363	22,435
1861.....	3,040	26,252
1862.....	3,221	28,795
1863.....	3,781	31,428
1864.....	4,638	34,244
1865.....	6,099	38,034
1866.....	8,874	43,415
1867.....	12,301	51,433
1868.....	12,544	62,929
1869.....	12,957	73,824
1870.....	12,157	85,005
1871.....	11,687	94,910
1872.....	12,200	104,022
1873.....	11,616	112,937
1874.....	12,230	120,551
1875.....	13,291	128,547
1876.....	14,172	141,157
1877.....	12,920	155,200
1878.....	12,345	168,011
1879.....	12,133	177,737
1880.....	12,926	186,408
1881.....	15,548	195,325
1882.....	18,135	206,043
1883.....	21,196	218,041
1884.....	19,147	230,360
1885.....	23,331	237,204
1886.....	21,797	247,991
1887.....	20,429	256,831
1888.....	19,585	265,103
1889.....	23,360	273,001
1890.....	25,322	284,161
1891.....	22,328	297,867
1892.....	22,661	307,965
1893.....	22,768	317,335
1894.....	19,875	325,931
1895.....	20,883	332,886
1896.....	21,867	341,424
1897.....	22,098	351,158
1898.....	20,404	360,330
1899.....	23,296	365,186
1900.....	24,660	370,347
1901.....	25,558	373,811
1902.....	27,136	380,222
1903.....	31,046	384,027
1904.....	30,267	393,276
1905.....	29,784	403,114
1906.....	31,181	413,313
1907.....	35,880	421,134
1908.....	32,757	431,692
1909.....	36,574	442,121
1910.....	35,168	456,034
1911.....	32,917	468,434
1912.....	36,231	496,824

The marked growth in the number of patents to aliens to be noted in recent years is explained by the very liberal features of our patent system. Foreigners stand here on an equal footing with citizens of this country, and they are neither subjected to restrictions in the matter of annuities or taxes payable after the grant of a patent, nor required to work an invention in this country to maintain it in force, as is the case in most foreign countries.

Moreover, the thorough examination made by our Patent Office as to the novelty of an invention prior to the allowance of an application for a patent—an examination that includes not only the patents and literature of our own country bearing on the art or industry to which the invention relates, but the patents of all patent-granting countries and the technical literature of the world—and the care exercised in criticising the framing of the claims have come to be recognized as of great value in the case of inventions of merit, and hence the majority of foreign inventors patenting in this country take advantage of this feature of our patent system, and secure the action of the Patent Office on an application for a patent before perfecting their patents in their own and other foreign countries, taking due precaution to have their patents in the different countries so issued as to secure the maximum term in each, so far as possible.

In 1911, 4,058 patents were granted to citizens of foreign countries. The relative distribution is as follows:

Germany	1,320
England	935
Canada	554
France	347
Austria-Hungary	140
Switzerland	108
Other European countries.....	406
All other countries.....	248

The working of an invention has never been required under our patent laws, though in most foreign countries an invention must be put into commercial use in the country within a specified period or the patent may be declared void. In the case of patents for fine chemicals and like products, which require a high order of technical knowledge and ability for their inception, and skilled workmen for their manufacture, the effect of this requirement, that the industry must be established within the country, has

been most salutary in building up chemical industries within the home country, to some extent at the expense of other countries where the working of a patent is not obligatory. This shows most strongly in the case of carbon dyes and in the patents for chemicals of the class known as carbon compounds, which includes numerous pharmaceutical and medicinal compounds of recent origin, aldehydes, alcohols, phenols, ethers, etc., and many synthetic compounds, as vanillin, artificial musk, etc.

Late years have shown a greatly increased number of patent applications filed by women. With the increase in number there has been a corresponding broadening of the field of their endeavors. When the 1910 census came to the question of patents it listed 944,525 patents granted to men in this country since the beginning of the patent system, but 8,596 patents were credited to women, nine-tenths of one per cent. of the total issue. But the percentage of patents granted to woman increases yearly. Thus, from 1790 until 1888 there were 2,455 patents granted women, and from 1888 to 1895, 2,526, in seven years more than doubling the total that had been accruing for the previous ninety-eight years. And from 1895 until 1910 there were 3,615 patents more, bringing the total number up to 8,596, as stated.

In the presence of much discussion of the relative protection which the several sections of the United States receive under our patent system, it will be instructive to consider the distribution of patents granted during a normal year. The table below shows the states and territories arranged in an order showing the ratio of patents granted in 1911 to the population of the several states and territories.

Attention is now directed to how a patent is obtained under the system in the United States. We will suppose a new form of door hinge has been invented. What is the procedure that the inventor should resort to?

In the first place it is highly desirable to employ a *competent attorney*, one skilled in the patent law and practice. The inventor may prepare and prosecute his own application and his case will receive the same careful attention in the Patent Office as if he had employed an attorney. But it should not be forgotten that *Patent practice is technical*. The change of

States and Territories.	Patents and Designs.	One to every—
1. Connecticut	845	1,319
2. District of Columbia.....	239	1,385
3. California	1,575	1,516
4. Colorado	477	1,675
5. Rhode Island	315	1,723
6. Illinois	3,172	1,778
7. Massachusetts	1,842	1,828
8. New Jersey	1,360	1,866
9. New York	4,777	1,908
10. Nevada	39	2,099
11. Ohio	2,233	2,135
12. Pennsylvania	2,919	2,626
13. Michigan	1,035	2,715
14. Oregon	246	2,735
15. Washington	410	2,785
16. Idaho	105	3,101
17. Wisconsin	703	3,320
18. Montana	112	3,357
19. Missouri	945	3,486
20. Delaware	56	3,613
21. Utah	103	3,624
22. Indiana	726	3,720
23. Nebraska	318	3,749
24. Iowa	583	3,816
25. Minnesota	475	4,370
26. North Dakota	132	4,372
27. Kansas	382	4,427
28. Maryland	272	4,762
29. Arizona	41	4,984
30. Maine	142	5,228
31. New Hampshire	81	5,316
32. South Dakota	109	5,357
33. Wyoming	26	5,614
34. Vermont	61	5,835
35. West Virginia	196	6,230
36. New Mexico	50	6,546
37. Texas	591	6,593
38. Oklahoma	235	7,052
39. Florida	104	7,237
40. Virginia	226	9,122
41. Kentucky	240	9,541
42. Louisiana	165	10,039
43. North Carolina	191	11,551
44. Georgia	224	11,647
45. Arkansas	135	11,663
46. Tennessee	175	12,484
47. Alaska	5	12,871
48. Alabama	163	13,117
49. Mississippi	113	15,904
50. South Carolina	65	23,314

a word here and there may make the difference between *protection* and *no protection*. If the invention is worth patenting it is worth as good a patent as is obtainable, and the inventor should not forget that the patent may have to go through the mill of technical construction in the courts at great expense.

Then a preliminary search should be made. The applicant can make such at the Patent Office or his attorney will have such made. This search is made for the purpose of determining if the device is old. Again it should be remembered that many patents are never used as a basis for manufacture for one reason or another, so that, while the inventor may never have seen a device like that

which he has devised and may have produced it from wholly original thought and experiment, yet someone else may have reached the same result before, patented it, and then done nothing more with it.

Assuming that the preliminary search brings forth no device like the hinge under discussion the next thing is to prepare the application papers. These include a petition, an oath, a drawing, a specification and claims.

The petition is addressed to the Commissioner of Patents setting forth applicant's residence and other formal matters and prays the grant of letters patent. The oath states that applicant believes himself to be the original, first and sole inventor and the other statutory prerequisites. Forms for both are given in a publication entitled "Rules of Practice in the United States Patent Office," which may be obtained from the Patent Office or these forms will be prepared for execution by the attorney.

The drawing must be of a prescribed size and clearly illustrate the construction of the device.

The specification is a detailed description of the device referring to lettered or numbered parts of the drawing, for amplification. The description and drawing must contain a disclosure of the construction, nature and use of the device so full, clear and complete as to enable others skilled in the art to make and use the same, for the public must be informed that they may make and use the device after the patent has expired.

The claims are short statements, drawn in *technical form*, setting forth the elements of the machine or improvement or the steps of the process that applicant believes he has invented. These should be as broad as the state of the art warrants, and should be drawn with very great care to be of any value. Only one skilled in patent practise should undertake the preparation of claims. Too much emphasis cannot be laid on this point.

These application papers, together with \$15 for a filing fee, are now to be sent to the Patent Office. Here they are received by the Application Division and duly recorded in books kept for that purpose, and each application is given its serial number. The application is then sent to that division in the office where devices of that nature are examined and given to

an examiner skilled in the art to which the device appertains. Then begins the prosecution of the case. The first step is to make an examination of the case.

The American patent system is known as the examination system because of the careful examination given each application to determine the validity of the claims presented for patenting. The examination system is the ideal system, provided the examination can be made with sufficient care to minimize the likelihood of the issue of patents for inventions not of a patentable nature. The field of search, however, yearly increases, and it becomes more and more difficult through lack of time to make a perfect examination. Something more than three million domestic and foreign patents have been issued, while the number of scientific publications has enormously increased. It is only by means of a perfect classification that this great mass of matter can be so divided as to be conveniently accessible for use in the examination of any individual case.

The claims are compared with the disclosures of these United States and foreign patents to see if they are met in terms by devices old in the art. If so they are rejected, and the applicant is so informed, and the patents or publications, together with the reasons if they are not self-evident, are enumerated in a letter written from the office.

Applicant has then one year in which to take action on his case. He may amend his claims to avoid the references cited or he may ask for reconsideration. The application is then taken up for further examination.

During the prosecution of the case questions of interference, appeal, petition, etc., may arise. The procedure in such events is more or less technical and unless applicant has employed an attorney he should study carefully the "Rules of Practice," before he referred to, for instructions. The nature of this section will not admit of further detail in meeting the very great number of different situations that may arise.

Assuming, however, that the claims are found to be patentable and the specification and claims unobjectionable in form, the application is passed to issue. The application is sent to the Issue and Gazette Division and

the applicant is informed that the patent will issue upon the receipt of the final fee of \$20. He has six months in which to pay this fee. When paid the application is given its patent number, the specification and claims are printed, the drawing is photolithographed and the printed copy and the drawing, together with a copy of the form of patent grant with seal affixed, is sent to the Commissioner for his signature. The patent has then issued and is sent to the inventor.

The country is enriched by inventions and offers for them a small premium; this premium is a seventeen years' monopoly of their fruit—no more, no less. Having purchased the invention for this insignificant price, the purchase is consummated by the publication in the patent records of the details of the invention so that he who runs may read. The whole thing is a strictly business transaction, and this character is emphasized by the fact that the inventor is required to pay for the clerical and expert labor required to put his invention into shape for issuing. His patent fees are designed to cover this expense, and do so, with a considerable margin to spare. Thus the people of the United States are perpetually being enriched by the work of inventors, at absolutely no cost to themselves.

The inventor does not work for love nor for glory alone, but in the hopes of a return for his labor. Glory and love of his species are elements actuating his work, and in many cases he invents because he cannot help himself—because his genius is a hard task master and keeps him at work. But none the less, the great incitement to

invention is the hope of obtaining a valuable patent, and without this inducement inventions would be few and far between, and America would, without the patent system, be far in arrears of the rest of the world, instead of leading it, as it does to-day. The few pregnant sentences of the patent statutes—sentences the force of whose every word has been laboriously adjudicated by our highest tribunal, the Supreme Court of the United States—are responsible for America's most characteristic element of prosperity, the work of her inventors, to whom belongs the credit.

It should continue to be the policy of the government of a nation whose inventors have given to the world the cotton gin and the reaper, the sewing machine and the typewriter, the electric telegraph and telephone, the rotary web perfecting printing press and the linotype, the incandescent lamp and the phonograph, and thousands of other inventions that have revolutionized every industrial art, to encourage invention in every lawful way and to provide that, so far as may be necessary, the money paid to the Government by inventors be used for their benefit. The wisdom of the policy has been demonstrated.

The world owes as much to inventors as to statesmen or warriors. To them the United States is the greatest debtor, so much have they advanced American manufactures. Their labor-saving machinery does work that it would take millions of men using hand implements to perform. In this century the debt will be piled still higher, for inventors never rest.

DISTINGUISHED AMERICAN INVENTORS.

Benjamin Franklin; b. Boston, 1706; d. 1790; at 12, printer's apprentice, fond of useful reading; 27 to 40, teaches himself Latin, etc., makes various useful improvements; at 40, studies electricity; 1752, brings electricity from clouds by kite, and invents the lightning rod.

Eli Whitney, inventor of the cotton-gin; b. Westborough, Mass., 1765; d. 1825; went to Georgia 1792 as teacher; 1793, invents the cotton-gin, prior to which a full day's work of one person was to clean by hand one pound of cotton; one machine performs the labor of five thousand persons; 1800, founds Whitneyville, makes firearms, by the interchangeable system for the parts.

Robert Fulton; b. Little Britain, Pa., 1765; d. 1825; artist painter; invents steamboat 1793; invents submarine torpedoes 1797 to 1801;

builds steamboat in France 1803; launches passenger boat Clermont at N. Y. 1807, and steams to Albany; 1812, builds steam ferry-boats; 1814, builds first steam war vessel.

Jethro Wood, inventor of the modern cast-iron plough; b. White Creek, N. Y., 1774; d. 1834; patented the plough 1814; previously the plough was a stick of wood plated with iron; lawsuits against infringers consumed his means; Secretary Seward said: "No man has benefited the country pecuniarily more than Jethro Wood, and no man has been as inadequately rewarded."

Thomas Blanchard; b. 1788, Sutton, Mass.; d. 1864; invented tack machine 1806; builds successful steam carriage 1825; builds the stern-wheel boat for shallow waters, now in common use on Western rivers; 1843, patents the lathe for turning irregular forms, now in

common use all over the world for turning lasts, spokes, axe-handles, gun-stocks, hat-blocks, tackle-blocks, etc.

Ross Winans, of Baltimore; b. 1798, N. J.; d. 1877; author of many inventions relating to railways; first patent, 1828; he designed and patented the pivoted, double truck, long passenger cars now in common use. His genius also assisted the development of railways in Russia.

Cyrus H. McCormick, inventor of harvesting machines; b. Walnut Grove, Va., 1809; d. 1884; in 1851 he exhibited his invention at the World's Fair, London, with practical success. The mowing of one acre was one man's day's work; a boy with a mowing machine now cuts 10 acres a day. Mr. McCormick's patents made him a millionaire.

Charles Goodyear, inventor and patentee of the simple mixture of rubber and sulphur, the basis of the present great rubber industries throughout the world; b. New Haven, Conn., 1800; d. 1860; in 1839, by the accidental mixture of a bit of rubber and sulphur on a red-hot stove he discovered the process of vulcanization. The Goodyear patents proved immensely profitable.

Samuel F. B. Morse, inventor and patentee of electric telegraph; b. Charlestown, Mass., 1791; d. 1872; artist painter; exhibited first drawings of telegraph 1832; half-mile wire in operation 1835; caveat 1837; Congress appropriated \$30,000 and in 1844 first telegraph line from Washington to Baltimore was opened; after long contests the courts sustained his patents and he realized from them a large fortune.

Elias Howe, inventor of the modern sewing machine; b. Spencer, Mass., 1819; d. 1867; machinist; sewing machine patented 1846; from that time to 1854 his priority was contested and he suffered from poverty, when a decision of the courts in his favor brought him large royalties and he realized several millions from his patent.

James B. Eads; b. 1820; d. 1887; author and constructor of the great steel bridge over the Mississippi at St. Louis, 1867, and the jetties below New Orleans, 1876. His remarkable energy was shown in 1861 when he built and delivered complete to the Government, all within sixty-five days, seven iron-plated steamers, 600 tons each; subsequently other steamers. Some of the most brilliant successes of the Union arms were due to his extraordinary rapidity in constructing these vessels.

Prof. Joseph Henry; b. Albany, N. Y., 1799; d. 1878; in 1828 invented the present form of the electro-magnet which laid the foundation for practically the entire electrical art and is probably the most important single contribution thereto. In 1831 he demonstrated the practicability of the electric current to effect mechanical movements and operate signals at a distant point, which was the beginning of the electro-magnetic telegraph; he devised a system of circuits and batteries, which contained the principle of the relay and local circuit, and also invented one of the earliest electro-magnetic engines. He made many scientific researches in electricity and general physics and left many valuable papers thereon. In 1826 he was a professor in the Albany Academy; was Professor of Natural Philosophy at the College of New Jersey in 1832, and in 1846 was chosen secretary of the Smithsonian Institution at Washington, where he remained until his death. Prof. Henry was probably the greatest of American physicists.

Dr. Alexander Graham Bell, the inventor of the telephone; b. 1847 at Edinburgh, Scotland, moved to Canada 1872 and afterwards to Boston; here he became widely known as an instructor in phonetics and as an authority in teaching the deaf and dumb; in 1873 he began the study of the transmission of musical tones by telegraph; in 1876 he invented and patented the speaking telephone, which has become one of the marvels of the nineteenth century and one of the greatest commercial enterprises of the world; in 1880 the French Government awarded him the Volta prize of \$10,000 and he has subsequently received the ribbon of the Legion of Honor from France and many honorary degrees, both at home and abroad; Dr. Bell still continues his scientific work at his home in Washington and has made valuable contributions to the phonograph and aerial navigation.

Samuel Colt; b. Hartford, Conn., 1814; d. 1862; he studied chemistry and became a lecturer on that subject; in 1835 he secured patents on a revolving pistol, a model of which he had made while a boy when at sea; he built and maintained a large armory in Hartford, Conn.; in 1847 he contracted to make 1,000 weapons for General Taylor; in 1843 he laid and successfully tested the first submarine telegraph cable.

Thomas A. Edison; b. 1847, at Milan, Ohio; from a poor boy in a country village, with a limited education, he has become the most fertile inventor the world has ever known; his most important inventions are the phonograph in 1877, the incandescent electric lamp, 1878; the quadruplex telegraph, 1874-1878; the electric pen, 1876; magnetic ore separator, 1880; and the three-wire electric circuit, 1883; his first patent was an electric vote-recording machine, taken in 1869; early in life Edison started to run a newspaper, but his genius lay in the field of electricity, where as an expert telegrapher he began his great reputation; his numerous inventions have brought him great wealth; a fine villa in Llewellyn Park, at Orange, N. J., is his home, and his extensive laboratory near by is still the scene of his constant work; he is the world's most persevering inventor, and there are few fields of work into which his inventive genius has not entered; in late years he has done much work in connection with the preparation of detachable molds for cement houses.

Captain John Ericsson; b. 1803 in Sweden; d. in New York, 1889; at 10 years of age, designed a sawmill and a pumping engine; made and patented many inventions in England in early life; in 1829 entered a locomotive in competition with Stephenson's Rocket; in 1836 patented in England his double-screw propeller and shortly after came to the United States and incorporated it in a steamer; in 1861, built for the United States Government the turret ironclad Monitor; was the inventor of the hot-air engine which bears his name; also a torpedo boat which was designed to discharge a torpedo by means of compressed air beneath the water; he was an indefatigable worker and made many other inventions; his diary, kept daily for 40 years, comprehended 14,000 pages.

Charles F. Brush; b. near Cleveland, Ohio, 1849; prominently identified with the development of the dynamo, the arc light and the storage battery, in which fields he made many important inventions; in 1880 the Brush Company put its electric lights into New York City and has since extended its installations into most of the cities and towns of the United

States; in 1881, at the Paris Electrical Exposition, he received the ribbon of the Legion of Honor.

George Westinghouse, Jr.; b. at Central Bridge, N. Y., 1846; while still a boy he modeled and built a steam engine; his first profitable invention was a railroad frog; his most notable inventions, however, were in railroad airbrakes, the first patents for which were taken out in 1872; the system now known by his name has grown to almost universal adoption and constitutes a great labor saving and life saving adjunct to railroad transportation; Mr. Westinghouse, whose home is at Pittsburg, was one of the earliest to develop and use natural gas from deep wells; in late years he has made and patented many inventions in electrical machinery for the development of power and light, and has commercially developed the same on a large scale.

Ottmar Mergenthaler; b. 1854, at Wurtemberg, Germany; d. 1899; inventor of the linotype machine; his early training as a watch and clock maker well fitted him for the painstaking and complicated work of his life, which was to make a machine which would mold the type and set it up in one operation; in 1872 Mergenthaler came to Baltimore and entered a machine shop, in which he subsequently became a partner; the first linotype machine was built in 1886 and put to use in the composing room of the New York Tribune; to-day all large newspapers and publishing houses are equipped with great batteries of these machines, costing over \$3,000 each, and each performing the work of five compositors.

Nicola Tesla; b. in the border country of

Austria-Hungary, 1857; his first invention, made at Budapest, Hungary, in 1881, was a telephone repeater; he came to the United States in 1884 and later became a naturalized citizen; his work has been largely in electrical fields, but of late he has done much work in the direction of developing steam turbines.

Emile Berliner; b. in Hanover, Germany, May 20, 1851; he invented the loose contact telephone transmitter and many other important improvements in telephone; in 1887 he invented the gramophone, the talking machine well known as the Victor type; he was awarded the John Scott medal by the Franklin Institute.

Wilbur Wright; b. in Henry County, Ind., April 16, 1867; d. May 30, 1912; Orville Wright; b. Aug. 19, 1871; the Wright brothers became interested in mechanical flight in 1896; at the suggestion of Prof. S. P. Langley, Secretary of the Smithsonian Institution, they went to the sand hills of Killdevil, N. C., in 1900, to carry out a series of field experiments; they developed a motor far in advance of those before used in connection with mechanical flight and by 1905 they had a flying machine in which they flew nearly 35 miles at Dayton, Ohio; the first public exhibition of importance was given in this country at Fort Myer in 1908 by Orville Wright; Wilbur Wright at this time was making record flights at Le Mans, France; from then until Wilbur's death the two were constantly associated in developing their heavier than air machines; they became the world's best known aviators.

ABSTRACTS OF DECISIONS.

Where an inventor has completed his invention, if he neither applies for a patent nor puts it to practical use, a subsequent inventor who promptly applies is entitled to the patent, and the first one is deemed to have abandoned his rights. *Pattee v. Russell*, 3 O. G., 181; *Ex parte Carre*, 5 O. G., 30; *Johnson v. Root*, 1 Fisher, 351.

As between two rival inventors, the test of priority is the diligence of the one first to conceive it. If he has been diligent in perfecting it, he is entitled to receive the patent. If he has been negligent, the patent is awarded to his opponent. *Robinson on Patents*, Sec. 375.

The construction and use for two years in public of a working machine, whether the inventor has or has not abandoned it, excludes the grant of a patent to a subsequent inventor. An abandonment in such case inures to the benefit of the public and not to the benefit of a subsequent inventor. *Young v. Van Duser*, 16 O. G., 95.

Just where the line of invention lies in an accomplished result is frequently difficult for the courts to determine. That it must extend beyond the merely novel and useful and into the domain of original thought has been determined. The extent of the mental process, however, is immaterial. The result may come out of long consideration or it may be the revelation of a flash of thought. *Snyder v. Fisher*, 78 O. G., 485.

A function result or principle is not patentable, but a party is entitled to claim his invention as broadly as the prior art permits. *Ex parte Pisko*, 113; *Gourick*, 85-15.

It is well settled law that a patent can not issue for a result sought to be accomplished by the inventor of a machine but only for the mechanical means or instrumentalities by which that result is obtained. One cannot describe a machine which will perform a certain function and then claim the function itself and all other machines that may be invented by others to perform the same function. *In re Gardner*, 140 O. G., 258.

A mere aggregation or combination of old devices is not patentable when the elements are unchanged in *function and effect*. They are patentable when, "by the action of the elements upon each other, or by their joint action on their common object, they perform additional functions and accomplish additional effects." *Robinson on Patents*, Sec. 154.

A change of shape enabling an instrument to perform new functions is sometimes invention. *Wilson v. Coe*, 18 Blatch, 532; *Collar Co. v. White*, 7 O. G., 690, 877.

A patent which is simply for a method of transacting business or keeping accounts is not valid. *U. S. Credit System Co. v. American Indemnity Co.*, 63 O. G., 318.

The mere combination of articles disclosed in two former patents will not constitute invention, unless it results in producing a new and useful article not applied by those familiar with the state of the art. *In re Faber*, 136 O. G., 229.

Patentable novelty may be found in an improvement which simplifies a complicated train of mechanism by eliminating some of the elements with the result that defects due

to the presence of those elements are done away with. *Brown v. Huntington Piano Co.*, 134 Fed., 735.

It involves no invention to omit a part together with its function. *Ex parte McElroy*, 161 O. G., 753.

Where the claims are distinguishable over the prior art by mere arbitrary variations which amount only to changes of mechanical design and which accomplish no new result, held that such claims are unpatentable. *Ex parte Hill*, 117 O. G., 2365.

The substitution of one material for another involves invention where the substituted material is used in a relation in which it had not before been used and in which it accomplished new and very beneficial results which were long sought by those skilled in the art. *George Frost Co. et al v. Cohn et al*, 119 Fed., 505.

There is no invention apparently involved in putting some other mechanism well known in the art and well adapted for such use in the place of previously used mechanism in an old device operating in an old way when such substitution does not involve any material rearrangement. *New Departure Bell Co. v. Bevin Bros. Manufacturing Co.* 75 O. G., 2196.

Mere change of proportion is not sufficient to avoid a charge of infringement and is not, therefore, sufficient to establish difference of invention. *Thompson-Houston Electric Co. v. Western Electric Co. et al.* 75 O. G., 347.

In claiming a patent for the discovery of a useful result in any art, machine, manufacture or composition of matter by the use of certain means, the applicant must specify the means he uses in a manner so full and exact that any one skilled in the science to which it appertains can by using the means he specifies without any addition or subtraction from them produce precisely the result he describes. *In re Blackmore*, 140 O. G., 1209.

A patentee is bound by the limitations imposed on his patent, whether they are voluntary or enforced by the Patent Office, and if he accepts claims not covering his entire

invention he abandons the remainder. *Toepfer v. Goetz*, 41 O. G., 933.

Claims should be construed, if possible, to sustain the patentee's right to all he has invented. *Ransom v. Mayor of N. Y.* (1856), *Fisher*, 252.

The law requires that manufacturers of patented articles give notice to the public that the goods are patented by marking thereon the date of the patent or giving equivalent notice. When this law is not complied with, only nominal damages can be recovered. *Wilson v. Singer Mfg. Co.*, 4 Bann. & A. 637; *McCourt v. Brodie*, 5 Fisher, 384.

To prevent fraudulent impositions on the public it is forbidden that unpatented articles be stamped "Patented," and where this is done with intention to deceive, a penalty of one hundred dollars and costs for each article so stamped is provided. Any person may bring action against such offenders. *Walker v. Hawxhurst*, 5 Blatch. 494; *Tompkins v. Butterfield*, 25 Fed. Rep 556.

The assignor of a patented invention is estopped from denying the validity of his own patent or his own title to the interest transferred. He cannot become the owner of an older patent and hold it against his assignee. *Robinson on Patents*, Sec. 787, and notes.

Any assignment which does not convey to the assignee the entire and unqualified monopoly which the patentee holds in the territory specified, or an undivided interest in the entire monopoly, is a mere license. *Sanford v. Messer*, 2 O. G., 470.

Where a patented machine was sold by complainant with a license agreement that it was to be used only with ink made by complainant and defendant with knowledge of such license agreement sold to the owner of such machine, ink not made by complainant with the expectation that this ink was to be used in connection with such machine, held that the acts of defendant constituted contributory infringement of complainant's patent. *U. S. Supreme Court. Henry et al v. A. B. Dick Co.*, 176 O. G., 751.

FOREIGN PATENTS.

CANADA, DOMINION OF.—The laws of Canada follow somewhat closely the practice in the United States. The term of a patent is eighteen years. The general practice, however, is to divide the fees, making payment only for a term of six years at one time. Applications are subjected to examination as to novelty and usefulness, as in the United States. The application must be filed in Canada not later than during the year following the issue of the United States or other foreign patent. If the inventor neglects to file his application within the twelve months, the invention becomes public property. It is not permissible to import the patented article into the Dominion after twelve months from the date of the Canadian patent. Within two years from said date the manufacture and sale of the article under the patent must have been begun. These exactions may be relaxed under certain conditions.

GREAT BRITAIN.—The term of the patent is fourteen years. An examination is made in Great Britain to ascertain whether the inven-

tion has been disclosed in the specifications of British patents granted within fifty years of the filing of the British application. While this is the extent of the examination by the Patent Office, it is sufficient to invalidate a British patent to show in court that the invention was published, or was in public use, in Great Britain before the date of the invention of the British application. In Great Britain the true inventor should apply for the patent in his own name; but if the invention has been conceived in a foreign country, the first introducer may obtain the patent whether he be the true inventor or not. Under these circumstances, therefore, a foreign assignee may apply for the patent in his own name without the true inventor being known. After the fourth year there are annual taxes, gradually increasing in amount. The patent becomes void if the tax is not paid. No time is set within which the manufacture of the invention must be commenced, but after three years if the manufacture has not begun, the patentee may be com-



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METROPOLITAN LIFE BUILDING.



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SINGER BUILDING.

Photographs to scale $\frac{1}{8}$ inch=100 feet.

pelled to grant licenses, or the patent may be declared invalid.

FRANCE.—The term of a patent is fifteen years. There is no examination as to novelty, and the patent is granted to the first applicant, whether or not he be the true inventor. The life of the patent depends upon the payment of annual taxes. The patent must be worked in France within two years from the date of the signing of the patent. If these conditions are not complied with the patent becomes public property but the working provisions referred to are modified by the terms of the International Convention, under which the revocation of a French patent is prevented when the patent is granted to a citizen of a country which is a member of the Convention until after the expiration of the third year counting from the filing of the French application.

GERMANY.—The term of a patent is fifteen years. The patent is issued to the first applicant, but if he is not the true inventor he should, before filing the application, obtain the written consent of the inventor. The application is subjected to a rigid examination. The patent is subject to an annual progressive tax, and must be worked within a period of three years but the working provisions in Germany are modified by a treaty between the United States and Germany, under the provisions of which the revocation of a German patent granted to a citizen of the United States is prevented when the patented article is manufactured in the United States.

AUSTRIA.—The term of a patent is fifteen years. The practice is somewhat similar to the practice in Germany, although the examination is generally not so exacting. The patent is subject to an annual tax and it must be worked within a period of three years.

HUNGARY.—The term of a patent is fifteen years. The laws are similar to those of Germany. There is a progressive annual tax and the patent must be worked within a period of three years.

BELGIUM.—The term of a patent is twenty years. The first applicant obtains the patent whether or not he is the true inventor. There is a small annual tax, and the patent should be worked within one year of the working elsewhere but the working provisions in Belgium are modified under the terms of the International Convention which prevent the revocation of a Belgian patent granted to a citizen of a country which is a member of the Convention until after the expiration of three years counting from the filing of the Belgian patent Application.

ITALY.—The maximum term of a patent is fifteen years. The patent is granted to the first applicant. The patent is subject to an annual tax. The patent becomes invalid if it is not worked within one year or if work under it has been suspended for a whole year, where the term is five years or less; or, where the term is more than five years, if it is not worked within two years or work under it has been suspended for two years but the working provisions in Italy are modified by the provisions of the International Convention, with reference to which see "France," referred to above.

RUSSIA.—The term of the patent is fifteen years. The patent is subject to the payment

of annual taxes and must be worked within five years.

SPAIN.—The term of the patent is twenty years, subject to the payment of annual taxes. It must be worked within two years. The patent is issued to the first applicant, whether or not be the true inventor. The working provisions are modified under the terms of the International Convention.

SWITZERLAND.—The term of the patent is fifteen years, subject to an annual tax. Working must take place within three years. The true inventor or his assignee can obtain a patent but when the Swiss patent is granted to a citizen of the United States it is unnecessary for him to work the patent provided the invention is being worked in the United States.

NORWAY.—The term of a patent is fourteen years. The patent is subject to a small annual tax. The application must be filed in the name of the true inventor or his assignee. Applications must be filed within twelve months of the publication of the patent in any foreign country. The patentee may be compelled to grant licenses. The application must be filed either before the issue of the United States patent or during the year following the filing of the United States application.

SWEDEN.—The term of a patent is fifteen years. The patent is subject to an annual tax. The conditions are similar to those existent in Norway. Working is not now necessary in Sweden, but the patentee may be compelled to grant licenses should he fail to carry on the manufacture in Sweden.

DENMARK.—The laws are similar to those of Sweden but the patent should be worked within three years.

PORTUGAL.—The term of the patent varies from one to fifteen years, the fees payable depending upon the term of the patent. A patent must be worked within two years but the working provisions are modified by the provisions of the International Convention under which the working is not required when the patentee is a citizen of a country which is a member of the Convention until after the expiration of three years from the date of filing of the application in Portugal.

NETHERLANDS.—The term of a patent is fifteen years. The patent is granted to the first applicant. The patentee must have a bona fide industrial establishment where the patented article is manufactured within five years or the patent is revocable. The patent is subject to an annually increasing tax.

AUSTRALIA.—The Australian patent protects an invention in Victoria, New South Wales, Queensland, South Australia, Tasmania, West Australia and Papua, but not in New Zealand, which has its own patent law. The term of the Australian patent is fourteen years, a tax being due before the expiration of the seventh year. When the patent is not worked a compulsory license or revocation of the patent may be enforced after two years from the granting of the patent but Australia is a member of the International Convention, and the working provisions are therefore modified by the terms of the convention.

NEW ZEALAND.—The term of the patent is fourteen years, taxes being due before the end of the fourth and seventh years. Compulsory licenses may be obtained.

BRITISH INDIA.—The patent is granted for fourteen years with a possible term of extension. The application should be filed within one year of the issue of the patent in any other country and before the invention has been publicly used or made publicly known in any part of British India. Taxes are payable before the end of the fourth year and annually thereafter. If the patent is not worked to an adequate extent within four years the patentee may be compelled to grant licenses to prevent the revocation of the patent.

TURKEY.—Patents are granted for five, ten or fifteen years. The application must be filed by the inventor or his assignee. The patent is subject to an annual tax. The patent must be worked within two years.

PORTO RICO.—Protection is secured by filing a certified copy of the United States patent with the Secretary of the Government and by complying with certain legal formalities.

PHILIPPINES.—The *modus operandi* is the same as that just described as applying to Porto Rico.

CUBA.—Since Cuba has become an independent republic it has established a patent system. The term of the patent is seventeen years. Working should be established within one year but the term for the working of the Cuban patent is modified by the provisions of the Convention. No taxes after the issue of the patent.

MEXICO.—The term is twenty years. The application must be filed in Mexico either within twelve months from the date of filing of the first application in another country or

within three months from the date of issue of the foreign patent. There are no taxes after the issue of the patent. If the Mexican patent is not worked the patentee may be required, after the expiration of three years of the patent term, to grant licenses permitting others to manufacture in Mexico.

SOUTH AMERICAN REPUBLICS.—Patents are issued by all of the South American Republics. The principal countries in which patent protection is sought are Brazil, in which the laws are quite favorable to foreigners and where the term is fifteen years; Chile, where the term is generally ten years, and Argentina, where the terms are five, ten and fifteen years, according to the merits of the invention. Patents are also frequently secured in Venezuela, Peru, Ecuador, Colombia and Paraguay, but only for certain classes of invention, owing to the expense involved in procuring the patents.

SOUTH AFRICA.—Patents are obtainable in four important states. Cape Colony, Transvaal, Congo Free State and Orange Free State. In Cape Colony the term is fourteen years. There are no conditions as to working the patent. The law is otherwise similar to that of Great Britain.

JAPAN.—The term of the patent is fifteen years. The applicant must be the inventor or derive his title from the inventor. There is an examination of the application. The patent is subject to an increasing tax, and must be worked within three years. The taxes for the first, second and third years of the patent term are paid before the patent is issued. The subsequent taxes are paid annually after the expiration of the third year of the patent term.

THE PATENT LAWS OF THE UNITED STATES.

The Constitutional Provision.—The Congress shall have power * * * to promote the progress of Science and Useful Arts, by securing for limited Times to Authors and Inventors the exclusive Right to their respective Writings and Discoveries.

STATUTES.

ORGANIZATION OF THE PATENT OFFICE.

Title XI, Rev. Stat., p. 80:

Sec. 475. There shall be in the Department of the Interior an office known as the Patent Office, where all records, books, models, drawings, specifications, and other papers and things pertaining to patents shall be safely kept and preserved.

Sec. 476. There shall be in the Patent Office a Commissioner of Patents, one Assistant Commissioner, and three examiners-in-chief, who shall be appointed by the President, by and with the advice and consent of the Senate. All other offices, clerks and employees authorized by law for the Office shall be appointed by the Secretary of the Interior, upon the nomination of the Commissioner of Patents.

Sec. 480. All officers and employees of the Patent Office shall be incapable, during the period for which they hold their appointments, to acquire or take, directly or indirectly, except by inheritance or bequest, any right of interest in any patent issued by the Office.

Sec. 481. The Commissioner of Patents, under the direction of the Secretary of the

Interior, shall superintend or perform all duties respecting the granting and issuing of patents directed by law; and he shall have charge of all books, records, papers, models, machines, and other things belonging to the Patent Office.

Sec. 482. The examiners-in-chief shall be persons of competent legal knowledge and scientific ability, whose duty it shall be, on the written petition of the appellant, to revise and determine upon the validity of the adverse decisions of examiners upon applications for patents, and for reissues of patents, and in interference cases; and when required by the Commissioner, they shall hear and report upon claims for extensions, and perform such other like duties as he may assign them.

Sec. 483. The Commissioner of Patents, subject to the approval of the Secretary of the Interior, may from time to time establish regulations, not inconsistent with law, for the conduct of proceedings in the Patent Office.

Sec. 488. The Commissioner of Patents may require all papers filed in the Patent Office, if not correctly, legibly, and clearly written, to be printed at the cost of the party filing them.

Title XIII, Rev. Stat., p. 169:

Sec. 892. Written or printed copies of any records, books, papers, or drawings belonging to the Patent Office, and of letters patent authenticated by the seal and certified by the Commissioner or Acting Commissioner thereof, shall be evidence in all cases wherein the originals could be evidence; and any person making application therefor, and paying the

fee required by law, shall have certified copies thereof.

Sec. 893. Copies of the specifications and drawings of foreign letters patent certified as provided in the preceding section, shall be prima facie evidence of the fact of the granting of such letters patent, and of the date and contents thereof.

Sec. 894. The printed copies of specifications and drawings of patents, which the Commissioner of Patents is authorized to print for gratuitous distribution, and to deposit in the capitols of the States and Territories, and in the clerks' offices of the district court, shall, when certified by him and authenticated by the seal of his office, be received in all courts as evidence of all matters therein contained.

Sec. 973. When judgment or decree is rendered for the plaintiff or complainant, in any suit at law or in equity, for the infringement of a part of a patent, in which it appears that the patentee, in his specification, claimed to be the original and first inventor or discoverer of any material or substantial part of the thing patented, of which he was not the original and first inventor, no costs shall be recovered, unless the proper disclaimer, as provided by the patent laws, has been entered at the Patent Office before the suit was brought. (See Secs. 4917, 4922.)

Sec. 1537. No patented article connected with marine engines shall hereafter be purchased or used in connection with any steam vessels of war until the same shall have been submitted to a competent board of naval engineers, and recommended by such board, in writing, for purchase and use.

Title XVII, Rev. Stat., p. 292:

Sec. 1673. No royalty shall be paid by the United States to any one of its officers or employees for the use of any patent for the system, or any part thereof, nor for any such patent in which said officers or employees may be directly or indirectly interested.

Title LX, Rev. Stat., 1878, chap. 1, p. 945:

Sec. 4883. All patents shall be issued in the name of the United States of America, under the seal of the Patent Office, and shall be signed by the Commissioner of Patents, and they shall be recorded, together with the specifications, in the Patent Office in books to be kept for that purpose.

Sec. 4884. Every patent shall contain a short title or description of the invention or discovery, correctly indicating its nature and design, and a grant to the patentee, his heirs or assigns, for the term of seventeen years, of the exclusive right to make, use, and vend the invention or discovery throughout the United States and the Territories thereof, referring to the specification for the particulars thereof. A copy of the specification and drawings shall be annexed to the patent and be a part thereof.

Sec. 4885. Every patent shall issue within a period of three months from the date of the payment of the final fee, which fee shall be paid not later than six months from the time at which the application was passed and allowed and notice thereof was sent to the applicant or his agent; and if the final fee is not paid within that period the patent shall be withheld.

Sec. 4886. Any person who has invented or discovered any new and useful art, machine, manufacture, or composition of matter, or any new and useful improvements thereof, not known or used by others in this country, be-

fore his invention or discovery thereof, and not patented or described in any printed publication in this or any foreign country, before his invention or discovery thereof, or more than two years prior to his application, and not in public use or on sale in this country for more than two years prior to his application, unless the same is proved to have been abandoned, may, upon payment of the fees required by law, and other due proceeding had, obtain a patent therefor.

The Secretary of the Interior and the Commissioner of Patents are authorized to grant any officer of the Government, except officers and employees of the Patent Office, a patent for any invention of the classes mentioned in section 4886 of the Revised Statutes when such invention is used or to be used in the public service, without the payment of any fee; Provided, That the applicant in his application shall state that the invention described therein, if patented, may be used by the Government, or any of its officers or employees in prosecution of work for the Government, or by any other person in the United States, without the payment to him of any royalty thereon, which stipulation shall be included in the patent.

Sec. 4887. No person otherwise entitled thereto shall be debarred from receiving a patent for his invention or discovery, nor shall any patent be declared invalid by reason of its having been first patented or caused to be patented by the inventor or his legal representatives or assigns in a foreign country, unless the application for said foreign patent was filed more than twelve months, in cases within the provisions of section 4886 of the Revised Statutes, and four months in cases of designs, prior to the filing of the application in this country, in which case no patent shall be granted in this country.

An application for patent for an invention or discovery or for a design filed in this country by any person who has previously regularly filed an application for a patent for the same invention, discovery, or design in a foreign country which, by treaty, convention, or law, affords similar privileges to citizens of the United States shall have the same force and effect as the same application would have if filed in this country on the date on which the application for patent for the same invention, discovery, or design was first filed in such foreign country, provided the application in this country is filed within twelve months in cases within the provisions of section 4886 of the Revised Statutes, and within four months in cases of designs, from the earliest date on which any such foreign application was filed. But no patent shall be granted on an application for patent for an invention or discovery or a design which had been patented or described in a printed publication in this or any foreign country more than two years before the date of the actual filing of the application in this country, or which had been in public use or on sale in this country for more than two years prior to such filing.

Sec. 4888. Before any inventor or discoverer shall receive a patent for his invention or discovery, he shall make application therefor, in writing, to the Commissioner of Patents, and shall file in the Patent Office a written description of the same, and of the manner and process of making, constructing, compounding, and using it, in such full, clear, concise, and exact terms as to enable any person skilled in the art or science to which it ap-

pertains, or with which it is most nearly connected, to make, construct, compound, and use the same; and in case of a machine, he shall explain the principle thereof, and the best mode in which he has contemplated applying that principle, so as to distinguish it from other inventions; and he shall particularly point out and distinctly claim the part, improvement, or combination which he claims as his invention or discovery. The specification and claim shall be signed by the inventor and attested by two witnesses.

Sec. 4889. When the nature of the case admits of drawings, the applicant shall furnish one copy signed by the inventor or his attorney in fact, and attested by two witnesses, which shall be filed in the Patent Office; and a copy of the drawing, to be furnished by the Patent Office, shall be attached to the patent as a part of the specification.

Sec. 4890. When the invention or discovery is of a composition of matter, the applicant, if required by the Commissioner, shall furnish specimens of ingredients and of the composition, sufficient in quantity for the purpose of experiment.

Sec. 4891. In all cases which admit of representation by model, the applicant, if required by the Commissioner, shall furnish a model of convenient size to exhibit advantageously the several parts of his invention or discovery.

Sec. 4892. The applicant shall make oath that he does verily believe himself to be the original and first inventor or discoverer of the art, machine, manufacture, composition, or improvement for which he solicits a patent; that he does not know and does not believe that the same was ever before known or used; and shall state of what country he is a citizen. Such oath may be made before any person within the United States authorized by law to administer oaths, or, when the applicant resides in a foreign country, before any minister, charge d'affaires, consul, or commercial agent holding commission under the Government of the United States, or before any notary public, judge, or magistrate having an official seal and authorized to administer oaths in the foreign country in which the applicant may be, whose authority shall be proved by certificate of a diplomatic or consular officer of the United States.

Sec. 4893. On the filing of any such application and the payment of the fees required by law, the Commissioner of Patents shall cause an examination to be made of the alleged new invention or discovery; and if on such examination it shall appear that the claimant is justly entitled to a patent under the law, and that the same is sufficiently useful and important, the Commissioner shall issue a patent therefor.

Sec. 4894. All applications for patents shall be completed and prepared for examination within one year after the filing of the application, and in default thereof, or upon failure of the applicant to prosecute the same within one year after any action therein, of which notice shall have been given to the applicant, they shall be regarded as abandoned by the parties thereto, unless it be shown to the satisfaction of the Commissioner of Patents that such delay was unavoidable.

Sec. 4895. Patents may be granted and issued or reissued to the assignee of the inventor or discoverer; but the assignment must first be entered of record in the Patent Office. And in all cases of an application by an assignee for the issue of a patent, the application shall

be made and the specification sworn to by the inventor or discoverer; and in all cases of an application for a reissue of any patent, the application must be made and the corrected specification signed by the inventor or discoverer, if he is living, unless the patent was issued and the assignment made before the eighth day of July, 1870.

Sec. 4896. When any person, having made any new invention or discovery for which a patent might have been granted, dies before a patent is granted, the right of applying for and obtaining the patent shall devolve on his executor or administrator, in trust for the heirs at law of the deceased, in case he shall have died intestate; or if he shall have left a will disposing of the same, then in trust for his devisees, in as full manner and on the same terms and conditions as the same might have been claimed or enjoyed by him in his lifetime; and when any person having made any new invention or discovery for which a patent might have been granted becomes insane before a patent is granted the right of applying for and obtaining the patent shall devolve on his legally appointed guardian, conservator, or representative in trust for his estate in as full manner and on the same terms and conditions as the same might have been claimed or enjoyed by him while sane and when the application is made by such legal representatives the oath or affirmation required to be made shall be so varied in form that it can be made by them. The executor or administrator duly authorized under the law of any foreign country to administer upon the estate of the deceased inventor shall, in case the said inventor was not domiciled in the United States at the time of his death, have the right to apply for and obtain the patent. The authority of such foreign executor or administrator shall be proved by certificate of a diplomatic or consular officer of the United States.

The foregoing section, as to insane persons, is to cover all applications now on file in the Patent Office or which may be hereafter made.

Sec. 4897. Any person who has an interest in an invention or discovery, whether as inventor, discoverer or assignee, for which a patent was ordered to issue upon the payment of the final fee, but who fails to make payment thereof within six months from the time at which it was passed and allowed, and notice thereof was sent to the applicant or his agent, shall have a right to make an application for a patent for such invention or discovery the same as in the case of an original application. But such second application must be made within two years after the allowance of the original application. But no person shall be held responsible in damages for the manufacture or use of any article or thing for which a patent was ordered to issue under such renewed application prior to the issue of the patent. And upon the hearing of renewed applications preferred under this section, abandonment shall be considered as a question of fact.

Sec. 4898. Every patent or any interest therein shall be assignable in law by an instrument in writing, and the patentee or his assigns or legal representatives may in like manner grant and convey an exclusive right under his patent to the whole or any specified part of the United States. An assignment, grant, or conveyance shall be void as against any subsequent purchaser or mortgagee for a valuable consideration, without notice, unless

it is recorded in the Patent Office within three months from the date thereof.

If any such assignment, grant, or conveyance of any patent shall be acknowledged before any notary public of the several States or Territories or the District of Columbia, or any commissioner of the United States Circuit Court, or before any secretary of legation or consular officer authorized to administer oaths or perform notarial acts under section 1750 of the Revised Statutes, the certificate of such acknowledgment, under the hand and official seal of such notary or other officer, shall be prima facie evidence of the execution of such assignment, grant or conveyance.

Sec. 4899. Every person who purchases of the inventor or discoverer, or, with his knowledge and consent, constructs any newly invented or discovered machine, or other patentable article, prior to the application by the inventor or discoverer for a patent, or who sells or uses one so constructed, shall have the right to use, and vend to others to be used, the specific thing so made or purchased, without liability therefor.

Sec. 4900. It shall be the duty of all patentees, and their assigns and legal representatives, and of all persons making or vending any patented article for or under them, to give sufficient notice to the public that the same is patented either by fixing thereon the word "patented," together with the day and year the patent was granted; or when, from the character of the article, this cannot be done, by fixing to it, or to the package wherein one or more of them is inclosed, a label containing the like notice; and in any suit for infringement, by the party failing so to mark, no damages shall be recovered by the plaintiff, except on proof that the defendant was duly notified of the infringement, and continued, after such notice, to make, use, or vend the article so patented.

Sec. 4901. Every person who, in any manner, marks upon anything made, used, or sold by him for which he has not obtained a patent, the name or any imitation of the name of any person who has obtained a patent therefor, without the consent of such patentee, or his assigns or legal representatives; or

Who, in any manner, marks upon or affixes to any such patented article the word "patent" or "patentee," or the words "letters patent," or any word of like import, with intent to imitate or counterfeit the mark or device of the patentee, without having the license or consent of such patentee or his assigns or legal representatives; or

Who, in any manner, marks upon or affixes to any unpatented article the word "patent" or any word importing that the same is patented, for the purpose of deceiving the public, shall be liable, for every such offense, to a penalty of not less than one hundred dollars, with costs; one-half of said penalty to the person who shall sue for the same, and the other to the use of the United States, to be recovered by suit in any district court of the United States within whose jurisdiction such offense may have been committed.

Sec. 4903. Whenever, on examination, any claim for a patent is rejected, the Commissioner shall notify the applicant thereof, giving him briefly the reasons for such rejection, together with such information and references as may be useful in judging of the propriety of renewing his application or of altering his specification; and if, after receiving such notice, the applicant persists in his claim for

a patent, with or without altering his specifications, the Commissioner shall order a re-examination of the case.

Sec. 4904. Whenever an application is made for a patent which, in the opinion of the Commissioner, would interfere with any pending application, or with any unexpired patent, he shall give notice thereof to the applicants, or applicant and patentee, as the case may be, and shall direct the primary examiner to proceed to determine the question of priority of invention. And the Commissioner may issue a patent to the party who is adjudged the prior inventor, unless the adverse party appeals from the decision of the primary examiner, or of the board of examiners-in-chief, as the case may be, within such time, not less than twenty days, as the Commissioner shall prescribe.

Sec. 4905. The Commissioner of Patents may establish rules for taking affidavits and depositions required in cases pending in the Patent Office, and such affidavits and depositions may be taken before any officer authorized by law to take depositions to be used in the courts of the United States or of the State where the officer resides.

Sec. 4906. The clerk of any court of the United States, for any district or Territory wherein testimony is to be taken for use in any contested case pending in the Patent Office, shall, upon the application of any party thereto, or of his agent or attorney, issue a subpoena for any witness residing or being within such district or Territory, commanding him to appear and testify before any officer in such district or Territory authorized to take depositions and affidavits, at any time and place in the subpoena stated. But no witness shall be required to attend at any place more than forty miles from the place where the subpoena is served upon him.

Sec. 4907. Every witness duly subpoenaed and in attendance shall be allowed the same fees as are allowed to witnesses attending the courts of the United States.

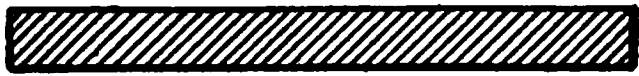
Sec. 4908. Whenever any witness, after being duly served with such subpoena, neglects or refuses to appear, or after appearing refuses to testify, the judge of the court whose clerk issued the subpoena may, on proof of such neglect or refusal, enforce obedience to the process, or punish the disobedience, as in other like cases. But no witness shall be deemed guilty of contempt for disobeying such subpoena, unless his fees and traveling expenses in going to, returning from, and one day's attendance at the place of examination, are paid or tendered him at the time of the service of the subpoena; nor for refusing to disclose any secret invention or discovery made or owned by himself.

Sec. 4909. Every applicant for a patent or for the reissue of a patent, any of the claims of which have been twice rejected, and every party to an interference, may appeal from the decision of the primary examiner, or of the examiner in charge of interferences in such case, to the board of examiners-in-chief; having once paid the fee for such appeal.

Sec. 4910. If such party is dissatisfied with the decision of the examiners-in-chief, he may, on payment of the fee prescribed, appeal to the Commissioner in person.

Sec. 4911. If such party, except a party to an interference, is dissatisfied with the decision of the Commissioner, he may appeal to the Supreme Court of the District of Columbia, sitting in banc.

SECTION OF WOOD OR METAL



SECTION OF GLASS



SECTION OF CEMENT



SECTION OF INSULATION



ELEVATION OF INSULATION



LIQUID



SECTION & ELEVATION OF SANDSTONE



SECTION OF EARTH



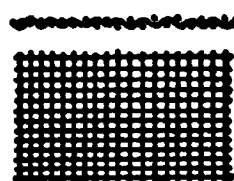
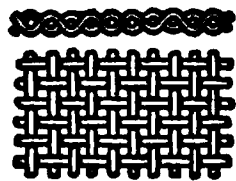
SECTION OF CARBON



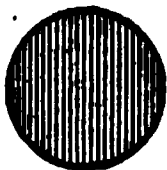
ELEVATION OF CARBON



COARSE & FINE FABRIC



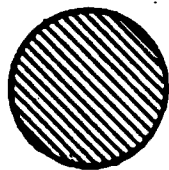
RED



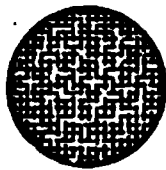
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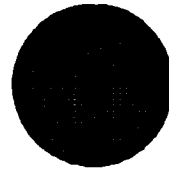
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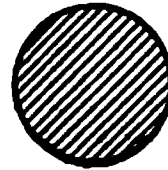
YELLOW



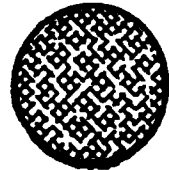
BLACK



PURPLE

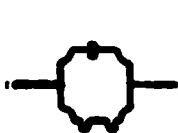


ORANGE

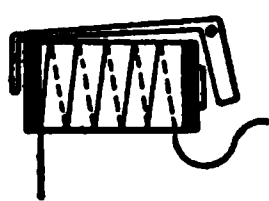
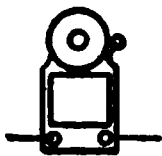


ELECTRICAL SYMBOLS

ANNUNCIATORS



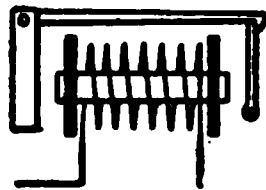
BELL



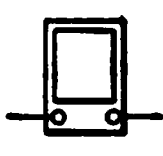
POLARIZED BELL



DROP ANNUNCIATOR



BUZZER CONDENSER



BATTERY



A.C. GENERATOR (SINGLE PHASE)



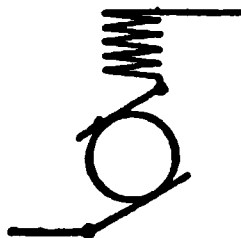
STORAGE CELL



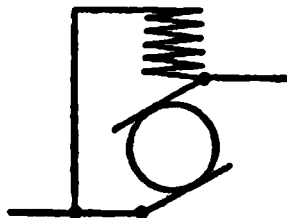
D.C. GENERATOR



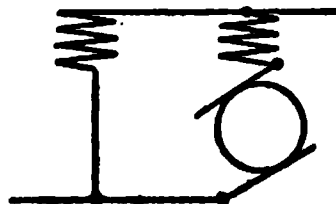
D.C. GENERATOR (SERIES WOUND)



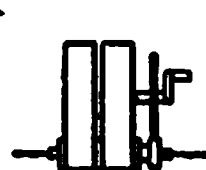
D.C. GENERATOR (SHUNT WOUND)



D.C. GENERATOR (COMPOUND WOUND)



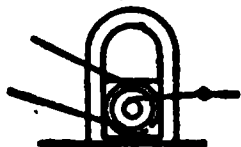
MAGNETO GENERATOR



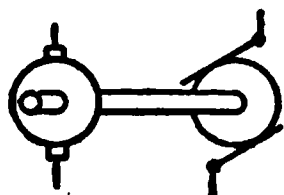
THERMO-ELECTRIC GENERATOR



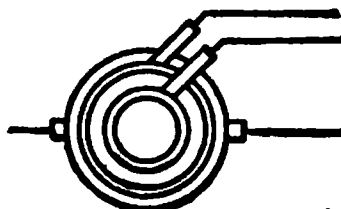
CONSTANTLY DRIVEN MAGNETO



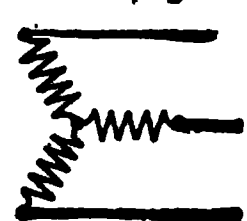
MOTOR GENERATOR



ROTARY TRANSFORMER



TRI PHASE GENERATOR (STAR CON'G)



Sec. 4912. When an appeal is taken to the Supreme Court of the District of Columbia, the appellant shall give notice thereof to the Commissioner, and file in the Patent Office within such time as the Commissioner shall appoint, his reasons of appeal, specifically set forth in writing.

Sec. 4913. The court shall, before hearing such appeal, give notice to the Commissioner of the time and place of the hearing, and on receiving such notice the Commissioner shall give notice of such time and place in such manner as the court may prescribe, to all parties who appear to be interested therein. The party appealing shall lay before the court certified copies of all the original papers and evidence in the case, and the Commissioner shall furnish the court with the grounds of his decision, fully set forth in writing, touching all the points involved by the reasons of appeal. And at the request of any party interested, or of the court, the Commissioner and the examiners may be examined under oath, in explanation of the principles of the thing for which a patent is demanded.

Sec. 4914. The court, on petition, shall hear and determine such appeal, and revise the decision appealed from in a summary way, on the evidence produced before the Commissioner, at such early and convenient time as the court may appoint; and the revision shall be confined to the points set forth in the reasons of appeal. After hearing the case the court shall return to the Commissioner a certificate of its proceedings and decision, which shall be entered of record in the Patent Office, and shall govern the further proceedings in the case. But no opinion or decision of the court in any such case shall preclude any person interested from the right to contest the validity of such patent in any court wherein the same may be called in question.

Sec. 4915. Whenever a patent on application is refused, either by the Commissioner of Patents or by the Supreme Court of the District of Columbia upon appeal from the Commissioner, the applicant may have remedy by bill in equity; and the court having cognizance thereof, on notice to adverse parties and other due proceedings had, may adjudge that such applicant is entitled, according to law, to receive a patent for his invention, as specified in his claim, or for any part thereof, as the facts in the case may appear. And such adjudication, if it be in favor of the right of the applicant, shall authorize the Commissioner to issue such patent on the applicant filing in the Patent Office a copy of the adjudication, and otherwise complying with the requirements of law. In all cases where there is no opposing party, a copy of the bill shall be served on the Commissioner; and all the expenses of the proceeding shall be paid by the applicant, whether the final decision is in his favor or not.

R. S., U. S., Sup., Vol. 2, c. 74, Feb. 9, 1893. Be it enacted, etc., That there shall be, and there is hereby, established in the District of Columbia a court, to be known as the court of appeals of the District of Columbia.

Sec. 6. That the said court of appeals shall establish a term of the court during each and every month in each year excepting the months of July and August.

Sec. 8. That any final judgment or decree of the said court of appeals may be re-examined and affirmed, reversed, or modified by the Supreme Court of the United States, upon writ of error or appeal, in all causes in which

the matter in dispute, exclusive of costs, shall exceed the sum of five thousand dollars, in the same manner and under the same regulations as heretofore provided for in cases of writs of error on judgment or appeals from decrees rendered in the supreme court of the District of Columbia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in any case heretofore made final in the court of appeals of the District of Columbia, it shall be competent for the Supreme Court to require, by certiorari or otherwise, any such case to be certified to the Supreme Court for its review and determination, with the same power and authority in the case as if it had been carried by appeal or writ of error to the Supreme Court.

Sec. 9. That the determination of appeals from the decision of the Commissioner of Patents, now vested in the general term of the supreme court of the District of Columbia, in pursuance of the provisions of section 780 of the Revised Statutes of the United States, relating to the District of Columbia, shall hereafter be and the same is hereby vested in the court of appeals created by this act;

And in addition, any party aggrieved by a decision of the Commissioner of Patents in any interference case may appeal therefrom to said court of appeals.

Title LX, Rev. Stat., 1878, p. 950:

Sec. 4916. Whenever any patent is inoperative or invalid, by reason of a defective or insufficient specification, or by reason of the patentee claiming as his own invention or discovery more than he had a right to claim as new, if the error has arisen by inadvertence, accident, or mistake, and without any fraudulent or deceptive intention, the Commissioner shall, on the surrender of such patent and the payment of the duty required by law, cause a new patent for the same invention, and in accordance with the corrected specification, to be issued to the patentee, or, in case of his death or of an assignment of the whole or any undivided part of the original patent, then to his executors, administrators, or assigns, for the unexpired part of the term of the original patent. Such surrender shall take effect upon the issue of the amended patent. The Commissioner may, in his discretion, cause several patents to be issued for distinct and separate parts of the thing patented, upon demand of the applicant, and upon payment of the required fee for a reissue for each of such reissued letters patent. The specifications and claim in every such case shall be subject to revision and restriction in the same manner as original applications are. Every patent so reissued, together with the corrected specifications, shall have the same effect and operation in law, on the trial of all actions for causes thereafter arising, as if the same had been originally filed in such corrected form; but no new matter shall be introduced into the specification, nor in case of a machine patent shall the model or drawings be amended, except each by the other; but when there is neither model nor drawing, amendments may be made upon proof satisfactory to the Commissioner that such new matter or amendment was a part of the original invention, and was omitted from the specification by inadvertence, accident, or mistake, as aforesaid.

Sec. 4917. Whenever, through inadvertence, accident, or mistake, and without any fraudulent or deceptive intention, a patentee has

claimed more than that of which he was the original or first inventor or discoverer, his patent shall be valid for all that part which is truly and justly his own, provided the same is a material or substantial part of the thing patented; and any such patentee, his heirs or assigns, whether of the whole or any sectional interest therein, may, on payment of the fee required by law, make disclaimer of such parts of the thing patented as he shall not choose to claim or to hold by virtue of the patent or assignment, stating therein the extent of his interest in such patent. Such disclaimer shall be in writing, attested by one or more witnesses, and recorded in the patent office; and it shall thereafter be considered as part of the original specification to the extent of the interest possessed by the claimant and by those claiming under him after the record thereof. But no such disclaimer shall affect any action pending at the time of its being filed, except so far as may relate to the question of unreasonable neglect or delay in filing it.

Sec. 4918. Whenever there are interfering patents, any person interested in any one of them, or in the working of the invention claimed under either of them, may have relief against the interfering patentee, and all parties interested under him, by suit in equity against the owners of the interfering patent; and the court, on notice to adverse parties, and other due proceedings had according to the course of equity, may adjudge and declare either of the patents void in whole or in part, or inoperative or invalid in any particular part of the United States, according to the interest of the parties in the patent or the invention patented. But no such judgment or adjudication shall affect the right of any person except the parties to the suit and those deriving title under them subsequent to the rendition of such judgment.

Sec. 4919. Damages for the infringement of any patent may be recovered by action on the case, in the name of the party interested either as patentee, assignee, or grantee. And whenever in any such action a verdict is rendered for the plaintiff, the court may enter judgment thereon for any sum above the amount found by the verdict as the actual damages sustained, according to the circumstances of the case, not exceeding three times the amount of such verdict, together with the costs.

Sec. 4920. In any action for infringement the defendant may plead the general issue, and, having given notice in writing to the plaintiff or his attorney thirty days before, may prove on trial any one or more of the following special matters:

First.—That for the purpose of deceiving the public the description and specification filed by the patentee in the Patent Office was made to contain less than the whole truth relative to his invention or discovery, or more than is necessary to produce the desired effect; or,

Second.—That he had surreptitiously or unjustly obtained the patent for that which was in fact invented by another, who was using reasonable diligence in adapting and perfecting the same; or,

Third.—That it has been patented or described in some printed publication prior to his supposed invention or discovery thereof, or more than two years prior to his application for a patent therefor; or,

Fourth.—That he was not the original and first inventor or discoverer of any material and substantial part of the thing patented; or,

Fifth.—That it had been in public use or on sale in this country for more than two years before his application for a patent, or had been abandoned to the public.

And in notices as to proof of previous invention, knowledge, or use of the thing patented, the defendant shall state the names of the patentees and the dates of their patents, and when granted, and the names and residences of the persons alleged to have invented or to have had the prior knowledge of the thing patented, and where and by whom it had been used; and if any one or more of the special matters alleged shall be found for the defendant, judgment shall be rendered for him with costs. And the like defenses may be pleaded in any suit in equity for relief against an alleged infringement; and proofs of the same may be given upon like notice in the answer of the defendant, and with the like effect.

Sec. 4921. The several courts vested with jurisdiction of cases arising under the patent laws shall have power to grant injunctions according to the course and principles of courts of equity, to prevent the violation of any right secured by patent, on such terms as the court may deem reasonable; and upon a decree being rendered in any such case for an infringement the complainant shall be entitled to recover, in addition to the profits to be accounted for by the defendant, the damages the complainant has sustained thereby; and the court shall assess the same or cause the same to be assessed under its direction. And the court shall have the same power to increase such damages, in its discretion, as is given to increase the damages found by verdicts in actions in the nature of actions of trespass upon the case.

But in any suit or action brought for the infringement of any patent there shall be no recovery of profits or damages for any infringement committed more than six years before the filing of the bill of complaint or the issuing of the writ in such suit or action, and this provision shall apply to existing causes of action.

Sec. 2. That said courts, when sitting in equity for the trial of patent causes, may impanel a jury of not less than five and not more than twelve persons, subject to such general rules in the premises as may, from time to time, be made by the Supreme Court, and submit to them such questions of fact arising in such cause as such circuit court shall deem expedient.

And the verdict of such jury shall be treated and proceeded upon in the same manner and with the same effect as in the case of issues sent from chancery to a court of law and returned with such findings.

Sec. 4922. Whenever, through inadvertence, accident, or mistake, and without any wilful default or intent to defraud or mislead the public, a patentee has, in his specification, claimed to be the original and first inventor or discoverer of any material or substantial part of the thing patented, of which he was not the original and first inventor or discoverer, every such patentee, his executors, administrators, and assigns, whether of the whole or any sectional interest in the patent, may maintain a suit at law or in equity, for the infringement of any part thereof, which was bona fide his own, if it is a material and substantial part of the thing patented, and definitely distinguishable from the parts claimed without right, not-

withstanding the specifications may embrace more than that of which the patentee was the first inventor or discoverer. But in every such case in which a judgment or decree shall be rendered for the plaintiff, no costs shall be recovered unless the proper disclaimer has been entered at the Patent Office before the commencement of the suit. But no patentee shall be entitled to the benefits of this section if he has unreasonably neglected or delayed to enter a disclaimer.

Sec. 4923. Whenever it appears that a patentee, at the time of making his application for the patent, believed himself to be the original and first inventor or discoverer of the thing patented, the same shall not be held to be void on account of the invention or discovery or any part thereof having been known or used in a foreign country, before his invention or discovery thereof, if it had not been patented or described in a printed publication.

DESIGNS.

Sec. 4929. Any person who has invented any new, original, and ornamental design for an article of manufacture, not known or used by others in this country before his invention thereof, and not patented or described in any printed publication in this or any foreign country before his invention thereof, or more than two years prior to his application, and not in public use or on sale in this country for more than two years prior to his application, unless the same is proved to have been abandoned, may, upon payment of the fees required by law and other due proceedings had, the same as in cases of invention or discoveries covered by section 4886, obtain a patent therefor.

Sec. 4930. The Commissioner may dispense with models of designs when the design can be sufficiently represented by drawings or photographs.

Sec. 4931. Patents for designs may be granted for the term of three years and six months, or for seven years, or for fourteen years, as the applicant may, in his application, elect.

Sec. 4932. Patentees of designs issued prior to the second day of March, 1861, shall be entitled to extension of their respective patents for the term of seven years, in the same manner and under the same restrictions as are provided for the extension of patents for inventions or discoveries issued prior to the second day of March, 1861.

Sec. 4933. All the regulations and provisions which apply to obtaining or protecting patents for inventions or discoveries not inconsistent with the provisions of this Title, shall apply to patents for designs.

CHAPTER 105.—An Act to Amend the Law Relating to Patents, Trade-marks, and Copyrights.

Be it enacted, etc., That hereafter during the term of letters patent for a design, it shall be unlawful for any person other than the owner of said letters patent, without the license of such owner to apply the design secured by such letters patent, or any colorable imitation thereof, to any article of manufacture for the purpose of sale, or to sell or expose for sale any article of manufacture to which such design or colorable imitation shall, without the license of the owner, have been applied, knowing that the same has been so applied. Any person violating the provisions, or either of them, of this section, shall be liable in the amount of two hundred and fifty dollars; and in case the total profit made

by him from the manufacture or sale, as aforesaid, of the article or articles to which the design, or colorable imitation thereof, has been applied, exceeds the sum of two hundred and fifty dollars, he shall be further liable for the excess of such profit over and above the sum of two hundred and fifty dollars; and the full amount of such liability may be recovered by the owner of the letters patent, to his own use, in any circuit court of the United States having jurisdiction of the parties, either by action at law or upon a bill in equity for an injunction to restrain such infringement.

Sec. 2. That nothing in this act contained shall prevent, lessen, impeach, or avoid any remedy at law or in equity which any owner of letters patent for a design, aggrieved by the infringement of the same, might have had if this act had not been passed; but such owner shall not twice recover the profit made from the infringement.

Sec. 4934. The following shall be the rates for patent fees:

On filing each original application for a patent, except in design cases, fifteen dollars.

On issuing each original patent, except in design cases, twenty dollars.

In design cases: For three years and six months, ten dollars; for seven years, fifteen dollars; for fourteen years, thirty dollars.

On every application for the reissue of a patent, thirty dollars.

On filing each disclaimer, ten dollars.

* * * * *

On an appeal for the first time from the primary examiners to the examiners-in-chief, ten dollars.

On every appeal from the examiners-in-chief to the Commissioner, twenty dollars.

For certified copies of patents and other papers, including certified printed copies, ten cents per hundred words.

For recording every assignment, power of attorney, or other paper, of three hundred words or under, one dollar; of over three hundred and under one thousand words, two dollars; and for each additional thousand words or fraction thereof, one dollar.

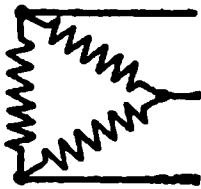
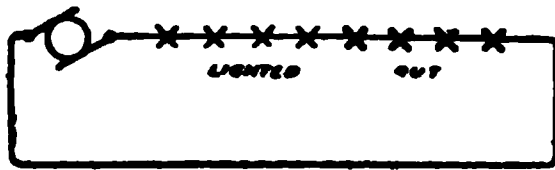
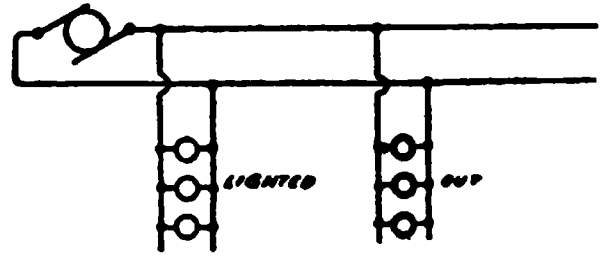
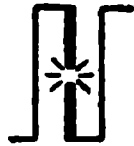
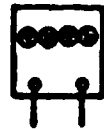
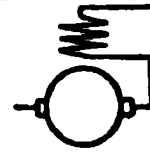
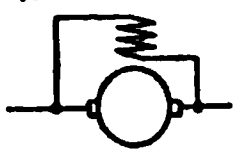
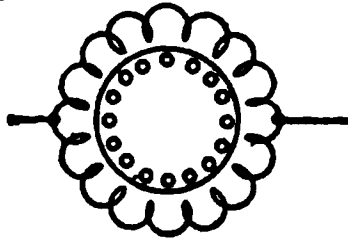
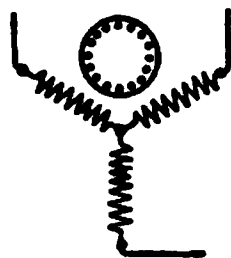
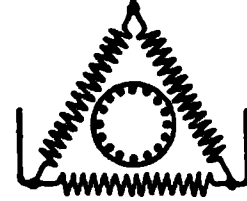
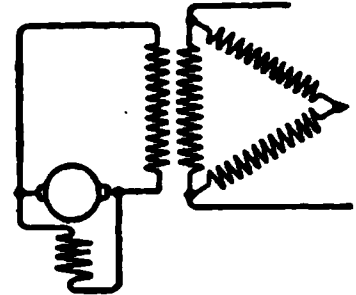
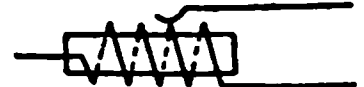
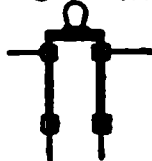
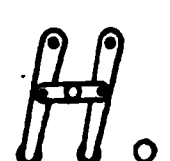
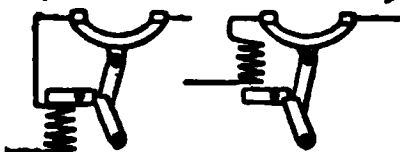
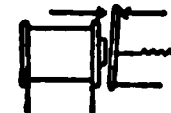
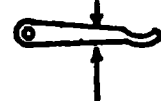
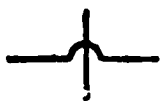
Certified copies of such drawings and specifications may be furnished by the Commissioner of Patents to persons applying therefor upon payment of the present rates for uncertified copies, and twenty-five cents additional for each certification.

For copies of drawings, the reasonable cost of making them.

PATENT RIGHTS VEST IN ASSIGNEE IN BANKRUPTCY.

Sec. 5046. All property conveyed by the bankrupt in fraud of his creditors; all rights in equity, choses in action, patent rights, and copyrights; all debts due him, or any person for his use, and all liens and securities therefor; and all his rights of action for property

or estate, real or personal, and for any cause of action which he had against any person arising from contract or from the unlawful taking or detention, or injury to the property of the bankrupt; and all his rights of redeeming such property or estate; together with

ELECTRICAL SYMBOLS**THREE PHASE GENERATOR
(TRIANGULAR CONNECTION)****LAMP CIRCUIT
(ARC)****LAMP CIRCUIT
(INCANDESCENT)****ARC LAMP****INCANDESCENT
LAMP****ETER****AMMETER****GALVANDOMETER****VOLTMETER****WATTMETER****MOTOR****D.C. MOTOR****D.C. MOTOR
(SERIES WOUND)****D.C. MOTOR
(SHUNT WOUND)****INDUCTION MOTOR
(SQUIRREL CAGE ARMATURE)****INDUCTION MOTOR
(Y WINDING)****INDUCTION MOTOR
(DELTA WINDING)****MOTOR OR GENERATOR
(PHASE SYNCHRONOUS, WITH EXCITER)****RESISTANCE****INDUCTIVE
RESISTANCE****VARIABLE
RESISTANCE****INDUCTIVE RESISTANCE
(ADJUSTABLE CORE)****INDUCTIVE RESISTANCE
(ADJUSTABLE COIL)****NON INDUCTIVE
RESISTANCE****RHEOSTAT****SOLENOID****SWITCH****KNIFE
SWITCH****DOUBLE POLE
SWITCH****POLE
CHANGER****CIRCUIT BREAKERS
(OVERLOAD) (UNDERLOAD)****SPRING
JACK****SWITCH
PLUG****FUSE****LIGHTNING
ARRESTER****TELEGRAPH
KEY****RELAY OR
SOUNDER****RELAY****DIFFERENTIAL
RELAY****COHERER****POLARIZED
RELAY****GROUND****TELEPHONE
HOOK****TRANSMITTERS****RECEIVERS****LISTENING OR
RINGING KEYS****TRANSFORMER****CROSSING
WIRES****JOINED
WIRES**

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz 1234567890

the like right, title, power, and authority to sell, manage, dispose of, sue for, and recover or defend the same, as the bankrupt might have had if no assignment had been made, shall, in virtue of the adjudication of bankruptcy and the appointment of his assignee, but subject to the exceptions stated in the preceding section, be at once vested in [in] such assignee.

Sec. 70. Title to Property. The trustee of the estate of a bankrupt, upon his appointment and qualification, and his successor or successors, if he shall have one or more, upon his or their appointment and qualification, shall in turn be vested by operation of law with the title of the bankrupt, as of the date he was adjudged a bankrupt, except in so far as it is to property which is exempt, to all (1) documents relating to his property; (2) interests in patents, patent rights, copyrights, and trade-marks.

PUBLIC—No. 305. June 25, 1910.

An act to provide additional protection for owners of patents of the United States and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America

in Congress assembled, That whenever an invention described in and covered by a patent of the United States shall hereafter be used by the United States without license of the owner thereof or lawful right to use the same, such owner may recover reasonable compensation for such use by suit in the Court of Claims: Provided, however, that said Court of Claims shall not entertain a suit or reward compensation under the provisions of this Act where the claim for compensation is based on the use by the United States of any article heretofore owned, leased, used by or in the possession of the United States: Provided further, That in any such suit the United States may avail itself of any and all defenses, general or special, which might be pleaded by a defendant in an action for infringement, as set forth in Title Sixty of the Revised Statutes, or otherwise; And provided further, That the benefits of this Act shall not inure to any patentee, who, when he makes such claim, is in the employment or service of the Government of the United States; or the assignee of any such patentee; nor shall this act apply to any device discovered or invented by such employee during the time of his employment or service.

COURTS.

Public—No. 475. March 3, 1911

An Act to codify, revise and amend the laws relating to the judiciary.

Title—The Judiciary.

Sec. 24. The district courts shall have original jurisdiction as follows:

Seventh. Of all suits at law or in equity arising under the patent, the copyright, and the trade-mark laws.

Sec. 48. In suits brought for the infringement of letters patent, the district courts of the United States shall have jurisdiction, in law or in equity, in the district of which the defendant is an inhabitant, or in any district in which the defendant, whether a person, partnership, or corporation, shall have committed acts of infringement and have a regular and established place of business. If such suit is brought in a district of which the defendant is not an inhabitant, but in which such defendant has a regular and established place of business, service of process, summons, or subpoena upon the defendant may be made by service upon the agent or agents engaged in conducting such business in the district in which suit is brought.

Sec. 128. The circuit courts of appeals shall exercise appellate jurisdiction to review by appeal or writ or error final decisions in the district courts, * * * * * in all cases other than those in which appeals and writs of error may be taken direct to the Supreme Court * * * * *; the judgments and decrees of the circuit courts of appeal shall be final * * * in all cases arising under the patent laws, under the copyright laws, * * *.

Sec. 239. In any case within its appellate jurisdiction, as defined in section one hundred and twenty-eight, the circuit court of appeals at any time may certify to the Supreme Court of the United States any questions or propositions of law concerning which it desires the instruction of that court for its proper decision; and thereupon the Supreme Court may either give its instruction on the questions and propositions certified to it, which shall be binding upon the circuit court of appeals in such case, or it may require that the whole

record and cause be sent up to it for its consideration, and thereupon shall decide the whole matter in controversy in the same manner as if it had been brought there for review by writ of error or appeal.

Sec. 250. Any final judgment or decree of the court of appeals of the District of Columbia may be re-examined and affirmed, reversed, or modified by the Supreme Court of the United States upon writ of error or appeal, in the following cases:

* * * * *

Except as provided in the next succeeding section, the judgments and decrees of said court of appeals shall be final in all cases arising under the patent laws, the copyright laws, * * *.

Sec. 251. In any case in which the judgment or decree of said court of appeals is made final by the section last preceding, it shall be competent for the Supreme Court of the United States to require, by certiorari or otherwise, any such case to be certified to it for its review and determination, with the same power and authority in the case as if it had been carried by writ of error or appeal to said Supreme Court. It shall also be competent for said court of appeals, in any case in which its judgment or decree is made final under the section last preceding, at any time to certify to the Supreme Court of the United States any questions or propositions of law concerning which it desires the instruction of that court for their proper decision; and thereupon the Supreme Court may either give its instruction on the questions and propositions certified to it, which shall be binding upon said court of appeals in such case, or it may require that the whole record and cause be sent up to it for its consideration, and thereupon shall decide the whole matter in controversy in the same manner as if it had been brought there for review by writ of error or appeal.

Sec. 256. The jurisdiction vested in the courts of the United States in the cases and proceedings hereinafter mentioned shall be exclusive of the courts of the several States.

Fifth. Of all cases arising under the patent-right, or copyright laws of the United States.

PRINTS AND LABELS.

Excerpts from an Act approved March 4, 1909, entitled an Act to amend and consolidate the Acts respecting copyright, relating to prints and labels.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That any person entitled thereto, upon complying with the provisions of this Act, shall have the exclusive right:

(a) To print, reprint, publish, copy, and vend the copyrighted work;

Sec. 7. That no copyright shall subsist in the original text of any work which is in the public domain, or in any work which was published in this country or any foreign country prior to the going into effect of this Act and has not been already copyrighted in the United States, or in any publication of the United States Government, or any reprint, in whole or in part, thereof: Provided, however, That the publication or republication by the Government, either separately or in a public document, of any material in which copyright is subsisting shall not be taken to cause any abridgment or annulment of the copyright or to authorize any use or appropriation of such copyright material without the consent of the copyright proprietor.

Sec. 8. That the author or proprietor of any work made the subject of copyright by this Act, or his executors, administrators, or assigns, shall have copyright for such work under the conditions and for the terms specified in this Act. Provided, however, That the copyright secured by this Act shall extend to the work of an author or proprietor who is a citizen or subject of a foreign state or nation, only:

(a) When an alien author or proprietor shall be domiciled within the United States at the time of the first publication of his work; or

(b) When the foreign state or nation of which such author or proprietor is a citizen or subject grants, either by treaty, convention, agreement, or law, to citizens of the United States the benefit of copyright on substantially the same basis as to its own citizens, or copyright protection substantially equal to the protection secured to such foreign author under this Act or by treaty; or when such foreign state or nation is a party to an international agreement which provides for reciprocity in the granting of copyright, by the terms of which agreement the United States may, at its pleasure, become a party thereto.

The existence of the reciprocal conditions aforesaid shall be determined by the President of the United States, by proclamation made from time to time, as the purposes of this Act may require.

Sec. 9. That any person entitled thereto by this Act may secure copyright for his work by publication thereof with the notice of copyright required by this Act; and such notice shall be affixed to each copy thereof published or offered for sale in the United States by authority of the copyright proprietor, except in the case of books seeking ad interim protection. * * *

Sec. 18. That the notice of copyright required by section nine of this Act shall consist either of the word "Copyright" or the abbreviation "Copr.", accompanied by the name of the copyright proprietor, and if the work be a printed literary, musical, or drama-

tic work, the notice shall include also the year in which the copyright was secured by publication. In the case, however, of copies of works specified in subsections (f) to (k), inclusive, of section five of this Act, the notice may consist of the letter C inclosed within a circle, accompanied by the initials, monogram, mark, or symbol of the copyright proprietor: Provided, That on some accessible portion of such copies or of the margin, back, permanent base, or pedestal, or of the substance on which such copies shall be mounted, his name shall appear. But in the case of works in which copyright is subsisting when this Act shall go into effect, the notice of copyright may be either in one of the forms prescribed herein or in one of those prescribed by the Act of June eighteenth, eighteen hundred and seventy-four.

Sec. 23. That the copyright secured by this Act shall endure for twenty-eight years from the date of first publication, whether the copyrighted work bears the author's true name or is published anonymously or under an assumed name: Provided, That in the case of any posthumous work or of any periodical, cyclopaedic, or other composite work upon which the copyright was originally secured by the proprietor thereof, or of any work copyrighted by a corporate body (otherwise than as assignee or licensee of the individual author) or by an employer for whom such work is made for hire, the proprietor of such copyright shall be entitled to a renewal and extension of the copyright in such work for the further term of twenty-eight years when application for such renewal and extension shall have been made to the copyright office and duly registered therein within one year prior to the expiration of the original term of copyright: And Provided further, That in the case of any other copyrighted work, including a contribution by an individual author to a periodical or to a cyclopaedic or other composite work when such contribution has been separately registered, the author of such work if still living, or the widow, widower, or children of the author, if the author be not living, or if such author, widow, widower, or children be not living, then the author's, executor's or in the absence of a will, his next of kin shall be entitled to a renewal and extension of the copyright in such work for a further term of twenty-eight years when application for such renewal and extension shall have been made to the copyright office and duly registered therein within one year prior to the expiration of the original term of copyright: And provided further, That in default of the registration of such application for renewal and extension, the copyright in any work shall determine at the expiration of twenty-eight years from first publication.

Sec. 24. That the copyright subsisting in any work at the time when this Act goes into effect may, at the expiration of the term provided for under existing law, be renewed and extended by the author of such work if still living, or the widow, widower, or children of the author, if the author be not living, or if such author, widow, widower, or children be not living, then by the author's executors, or in the absence of a will, his next of kin, for a further period such that the entire term shall be equal to that secured by this Act, including the renewal period: Provided, however, That if the work be a composite work upon which copyright

was originally secured by the proprietor thereof, then such proprietor shall be entitled to the privilege of renewal and extension granted under this section: Provided, That application for such renewal and extension shall be made to the copyright office and duly registered therein within one year prior to the expiration of the existing term.

Sec. 42. That copyright secured under this or previous Acts of the United States may be assigned, granted, or mortgaged by an instrument in writing signed by the proprietor of the copyright, or may be bequeathed by will.

Act approved June 18, 1874, relating to registration of prints and labels.

Sections 3, 4, and 5 of the act of Congress relating to patents, trade-marks, and copyrights, approved June 18, 1874 (18 Stat. L., p. 78) are as follows:

Sec 3. That in the construction of this act the words "engraving, cut, and print" shall be

applied only to pictorial illustrations or works connected with the fine arts, and no prints or labels designed to be used for any other articles of manufacture shall be entered under the copyright law, but may be registered in the Patent Office. And the Commissioner of Patents is hereby charged with the supervision and control of the entry or registry of such prints or labels, in conformity with the regulations provided by law as to copyright of prints, except that there shall be paid for recording the title of any print or label, not a trade-mark, six dollars, which shall cover the expense of furnishing a copy of the record, under the seal of the Commissioner of Patents, to the party entering the same.

Sec. 4. That all laws and parts of laws inconsistent with the foregoing provisions be, and the same are hereby, repealed.

Sec. 5. That this act shall take effect on and after the first day of August, eighteen hundred and seventy-four.

TRADE-MARKS.

Act of February 20, 1905 (As Amended).

AN ACT To authorize the registration of trade-marks used in commerce with foreign nations or among the several States or with Indian tribes, and to protect the same.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the owner of a trade-mark used in commerce with foreign nations, or among the several States, or with Indian tribes, provided such owner shall be domiciled within the territory of the United States, or resides in or is located in any foreign country which, by treaty, convention, or law, affords similar privileges to the citizens of the United States, may obtain registration for such trade-mark by complying with the following requirements: First, by filing in the Patent Office an application therefor, in writing, addressed to the Commissioner of Patents, signed by the applicant, specifying his name, domicile, location, and citizenship; the class of merchandise and the particular description of goods comprised in such class to which the trade-mark is appropriated; a statement of the mode in which the same is applied and affixed to goods, and the length of time during which the trade-mark has been used; a description of the trade-mark itself shall be included, if desired by the applicant or required by the commissioner, provided such description is of a character to meet the approval of the commissioner. With this statement shall be filed a drawing of the trade-mark, signed by the applicant, or his attorney, and such number of specimens of the trade-mark as actually used as may be required by the Commissioner of Patents. Second, by paying into the Treasury of the United States the sum of ten dollars, and otherwise complying with the requirements of this act and such regulations as may be prescribed by the Commissioner of Patents.

Sec. 2 That the application prescribed in the foregoing section, in order to create any right whatever in favor of the party filing it, must be accompanied by a written declaration verified by the applicant, or by a member of the firm or an officer of the corporation or association applying, to the effect that the applicant believes himself or the firm, corporation, or association in whose behalf he

makes the application to be the owner of the trade-mark sought to be registered, and that no other person, firm, corporation, or association, to the best of the applicant's knowledge and belief, has the right to use such trade-mark in the United States, either in the identical form or in such near resemblance thereto as might be calculated to deceive; that such trade-mark is used in commerce among the several States, or with foreign nations, or with Indian tribes, and that the description and drawing, presented truly represent the trade-mark sought to be registered. If the applicant resides or is located in a foreign country, the statement required shall, in addition to the foregoing, set forth that the trade-mark has been registered by the applicant, or that an application for the registration thereof has been filed by him in the foreign country in which he resides or is located, and shall give the date of such registration, or the application therefor, as the case may be, except that in the application in such cases it shall not be necessary to state that the mark has been used in commerce with the United States or among the States thereof. The verification required by this section may be made before any person within the United States authorized by law to administer oaths, or, when the applicant resides in a foreign country, before any minister, charge d'affaires, consul, or commercial agent holding commission under the Government of the United States, or before any notary public, judge, or magistrate having an official seal and authorized to administer oaths in the foreign country in which the applicant may be whose authority shall be proved by a certificate of a diplomatic or consular officer of the United States.

Sec. 3. That every applicant for registration of a trade-mark, or for renewal of registration of a trade-mark, who is not domiciled within the United States, shall, before the issuance of the certificate of registration, as hereinafter provided for, designate, by a notice in writing, filed in the Patent Office, some person residing within the United States on whom process or notice of proceedings affecting the right of ownership of the trade-mark of which such applicant may claim to be the owner, brought under the provisions of this act or under other laws of the United

States, may be served, with the same force and effect as if served upon the applicant or registrant in person. For the purposes of this act it shall be deemed sufficient to serve such notice upon such applicant, registrant, or representative by leaving a copy of such process or notice addressed to him at the last address of which the Commissioner of Patents has been notified.

Sec. 4. That an application for registration of a trade-mark filed in this country by any person who has previously regularly filed in any foreign country which, by treaty, convention, or law, affords similar privileges to citizens of the United States an application for registration of the same trade-mark shall be accorded the same force and effect as would be accorded to the same application if filed in this country on the date on which application for registration of the same trade-mark was first filed in such foreign country: Provided, That such application is filed in this country within four months from the date on which the application was first filed in such foreign country: And provided, That certificate of registration shall not be issued for any mark for registration of which application has been filed by an applicant located in a foreign country until such mark has been actually registered by the applicant in the country in which he is located.

Sec. 5. That no mark by which the goods of the owner of the mark may be distinguished from other goods of the same class shall be refused registration as a trade-mark on account of the nature of such mark unless such mark—

(a) Consists of or comprises immoral or scandalous matter.

(b) Consists of or comprises the flag or coat of arms or other insignia of the United States, or any simulation thereof, or of any State, or municipality, or of any foreign nation, or of any design or picture that has been or may hereafter be adopted by any fraternal society as its emblem: Provided, That trade-marks which are identical with a registered or known trade-mark owned and in use by another, and appropriated to merchandise of the same descriptive properties, or which so nearly resemble a registered or known trade-mark owned and in use by another and appropriated to merchandise of the same descriptive properties, as to be likely to cause confusion or mistake in the mind of the public, or to deceive purchasers, shall not be registered: Provided, That no mark which consists merely in the name of an individual, firm, corporation, or association not written, printed, impressed, or woven in some particular or distinctive manner or in association with a portrait of the individual or merely in words or devices which are descriptive of the goods with which they are used, or of the character or quality of such goods, or merely a geographical name or term, shall be registered under the terms of the act: Provided further, That no portrait of a living individual may be registered as a trade-mark, except by the consent of such individual, evidenced by an instrument in writing: And provided further, That nothing herein shall prevent the registration of any mark used by the applicant or his predecessors, or by those from whom title to the mark is derived, in commerce with foreign nations or among the several States, or with Indian tribes, which was in actual and exclusive use as a trade-mark of the applicant or his predecessors from whom he derived title for ten years next pre-

ceding February twentieth, nineteen hundred and five: Provided further, That nothing herein shall prevent the registration of a trade-mark otherwise registrable because of its being the name of the applicant or a portion thereof.

Sec. 6. That on the filing of an application for registration of a trade-mark which complies with the requirements of this act, and the payment of the fees herein provided for, the Commissioner of Patents shall cause an examination thereof to be made, and if on such examination it shall appear that the applicant is entitled to have his trade-mark registered under the provisions of this act, the commissioner shall cause the mark to be published at least once in the Official Gazette of the Patent Office. Any person who believes he would be damaged by the registration of a mark may oppose the same by filing notice of opposition, stating the grounds therefor, in the Patent Office within thirty days after the publication of the mark sought to be registered, which said notice of opposition shall be verified by the person filing the same before one of the officers mentioned in section two of this act. An opposition may be filed by a duly authorized attorney, but such opposition shall be null and void unless verified by the opposer within a reasonable time after such filing. If no notice of opposition is filed within said time, the commissioner shall issue a certificate of registration therefor, as hereinafter provided for. If on examination an application is refused, the commissioner shall notify the applicant, giving him his reasons therefor.

Sec. 7. That in all cases where notice of opposition has been filed the Commissioner of Patents shall notify the applicant thereof and the grounds therefor.

Whenever application is made for the registration of a trade-mark which is substantially identical with a trade-mark appropriated to goods of the same descriptive properties, for which a certificate of registration has been previously issued to another, or for registration of which another has previously made application, or which so nearly resembles such trade-mark, or a known trade-mark owned and used by another, as, in the opinion of the commissioner, to be likely to be mistaken therefor by the public, he may declare that an interference exists as to such trade-mark, and in every case of interference or opposition to registration he shall direct the examiner in charge of interferences to determine the question of the right of registration to such trade-mark, and of the sufficiency of objections to registration, in such manner and upon such notice to those interested as the commissioner may by rules prescribe.

The commissioner may refuse to register the mark against the registration of which objection is filed, or may refuse to register both of two interfering marks, or may register the mark, as a trade-mark, for the person first to adopt and use the mark, if otherwise entitled to register the same, unless an appeal is taken, as hereinafter provided for, from his decision, by a party interested in the proceeding, within such time (not less than twenty days) as the commissioner may prescribe.

Sec. 8. That every applicant for the registration of a trade-mark, or for the renewal of the registration of a trade-mark, which application is refused, or a party to an interference against whom a decision has been rendered, or a party who has filed a notice of opposition as to a trade-mark, may appeal from the decision of the examiner in charge

of trade-marks, or the examiner in charge of interferences, as the case may be, to the commissioner in person, having once paid the fee for such appeal.

Sec. 9. That if an applicant for registration of a trade-mark, or a party to an interference as to a trade-mark, or a party who has filed opposition to the registration of a trade-mark, or party to an application for the cancellation of the registration of a trade-mark, is dissatisfied with the decision of the Commissioner of Patents, he may appeal to the court of appeals of the District of Columbia, on complying with the conditions required in case of an appeal from the decision of the commissioner by an applicant for patent, or a party to an interference as to an invention, and the same rules of practice and procedure shall govern in every stage of such proceedings, as far as the same may be applicable.

Sec. 10. That every registered trade-mark, and every mark for the registration of which application has been made, together with the application for registration of the same, shall be assignable in connection with the good will of the business in which the mark is used. Such assignment must be by an instrument in writing and duly acknowledged according to the laws of the country or State in which the same is executed; any such assignment shall be void as against any subsequent purchaser for a valuable consideration, without notice, unless it is recorded in the Patent Office within three months from date thereof. The commissioner shall keep a record of such assignments.

Sec. 11. That certificates of registration of trade-marks shall be issued in the name of the United States of America, under the seal of the Patent Office, and shall be signed by the Commissioner of Patents, and a record thereof, together with printed copies of the drawing and statement of the applicant, shall be kept in books for that purpose. The certificate shall state the date on which the application for registration was received in the Patent Office. Certificates of registration of trade-marks may be issued to the assignee of the applicant, but the assignment must first be entered of record in the Patent Office.

Written or printed copies of any records, books, papers, or drawings relating to trade-marks belonging to the Patent Office, and of certificates of registration, authenticated by the seal of the Patent Office and certified by the commissioner thereof, shall be evidence in all cases wherein the originals could be evidence; and any person making application therefor and paying the fee required by law shall have certified copies thereof.

Sec. 12.—That a certificate of registration shall remain in force for twenty years, except that in the case of trade-marks previously registered in a foreign country such certificate shall cease to be in force on the day on which the trade-mark ceases to be protected in such foreign country, and shall in no case remain in force more than twenty years, unless renewed. Certificates of registration may be from time to time renewed for like periods on payment of the renewal fees required by this act, upon request by the registrant, his legal representatives, or transferees of record in the Patent Office, and such request may be made at any time not more than six months prior to the expiration of the period for which the certificates of registration were issued or renewed. Certificates of registration in force at the date at which this act takes effect shall remain in force for the period for which they

were issued, but shall be renewable on the same conditions and for the same periods as certificates issued under the provisions of this act, and when so renewed shall have the same force and effect as certificates issued under this act.

Sec. 13. That whenever any person shall deem himself injured by the registration of a trade-mark in the Patent Office he may at any time apply to the Commissioner of Patents to cancel the registration thereof. The commissioner shall refer such application to the examiner in charge of interferences, who is empowered to hear and determine this question and who shall give notice thereof to the registrant. If it appear after a hearing before the examiner that the registrant was not entitled to the use of the mark at the date of his application for registration thereof, or that the mark is not used by the registrant, or has been abandoned, and the examiner shall so decide, the commissioner shall cancel the registration. Appeal may be taken to the commissioner in person from the decision of examiner of interferences.

Sec. 14. That the following shall be the rates for trade-mark fees:

On filing each original application for registration of a trade-mark, ten dollars: Provided, That an application for registration of a trade-mark pending at the date of the passage of this act, and on which certificate of registration shall not have issued at such date, may, at the option of the applicant, be proceeded with and registered under the provisions of this act without the payment of further fee.

On filing each application for renewal of the registration of a trade-mark, ten dollars.

On filing notice of opposition to the registration of a trade-mark, ten dollars.

On an appeal from the examiner in charge of trade-marks to the Commissioner of Patents, fifteen dollars.

On an appeal from the decision of the examiner in charge of interferences, awarding ownership of a trade-mark or canceling the registration of a trade-mark, to the Commissioner of Patents, fifteen dollars.

For certified and uncertified copies of certificates of registration and other papers, and for recording transfers and other papers, the same fees as required by law for such copies of patents and for recording assignments and other papers relating to patents.

Sec. 15. That sections forty-nine hundred and thirty-five and forty-nine hundred and thirty-six of the Revised Statutes, relating to the payment of patent fees and to the repayment of fees paid by mistake, are hereby made applicable to trade-mark fees.

Sec. 16. That the registration of a trade-mark under the provisions of this act shall be prima facie evidence of ownership. Any person who shall, without the consent of the owner thereof, reproduce, counterfeit, copy, or colorably imitate any such trade-mark and affix the same to merchandise of substantially the same descriptive properties as those set forth in the registration, or to labels, signs, prints, packages, wrappers or receptacles intended to be used upon or in connection with the sale of merchandise of substantially the same descriptive properties as those set forth in such registration, and shall use, or shall have used, such reproduction, counterfeit, copy, or colorable imitation in commerce among the several States, or with a foreign nation, or with the Indian tribes, shall be liable to an action for damages therefor at the suit of the owner thereof; and whenever in any such action a

verdict is rendered for the plaintiff, the court may enter judgment therein for any sum above the amount found by the verdict as the actual damages, according to the circumstances of the case, not exceeding three times the amount of such verdict, together with the costs.

Sec. 17. That the circuit and territorial courts of the United States and the supreme court of the District of Columbia shall have original jurisdiction, and the circuit courts of appeal of the United States and the court of appeals of the District of Columbia shall have appellate jurisdiction of all suits at law or in equity respecting trade-marks registered in accordance with the provisions of this act, arising under the present act, without regard to the amount in controversy.

Sec. 18. That writs of certiorari may be granted by the Supreme Court of the United States for the review of cases arising under this act in the same manner as provided for patent cases by the act creating the circuit court of appeals.

Sec. 19. That the several courts vested with jurisdiction of cases arising under the present act shall have power to grant injunctions, according to the course and principles of equity, to prevent the violation of any right of the owner of a trade-mark registered under this act, on such terms as the court may deem reasonable; and upon a decree being rendered in any such case for wrongful use of a trade-mark the complainant shall be entitled to recover, in addition to the profits to be accounted for by the defendant, the damages the complainant has sustained thereby, and the court shall assess the same or cause the same to be assessed under its direction. The court shall have the same power to increase such damages, in its discretion, as is given by section sixteen of this act for increasing damages found by verdict in actions of law; and in assessing profits the plaintiff shall be required to prove defendant's sales only; defendant must prove all elements of cost which are claimed.

Sec. 20. That in any case involving the right to a trade-mark registered in accordance with the provisions of this act, in which the verdict has been found for the plaintiff, or an injunction issued, the court may order that all labels, signs, prints, packages, wrappers, or receptacles in the possession of the defendant, bearing the trade-mark of the plaintiff or complainant, or any reproduction, counterfeit, copy, or colorable imitation thereof, shall be delivered up and destroyed. Any injunction that may be granted upon hearing, after notice to the defendant, to prevent the violation of any right of the owner of a trade-mark registered in accordance with the provisions of this act, by any circuit court of the United States, or by a judge thereof, may be served on the parties against whom such injunction may be granted anywhere in the United States where they may be found, and shall be operative, and may be enforced by proceedings to punish for contempt, or otherwise, by the court by which such injunction was granted, or by any other circuit court, or judge thereof, in the United States, or by the Supreme Court of the District of Columbia, or a judge thereof. The said courts, or judges thereof, shall have jurisdiction to enforce said injunction, as herein provided, as fully as if the injunction had been granted by the circuit court in which it is sought to be enforced. The clerk of the court or judge granting the injunction shall, when required to do so by the court before which application to enforce said injunction is made, transfer without delay to said court a

certified copy of all the papers on which the said injunction was granted that are on file in his office.

Sec. 21. That no action or suit shall be maintained under the provisions of this act in any case when the trade-mark is used in unlawful business, or upon any article injurious in itself, or which mark has been used with the design of deceiving the public in the purchase of merchandise, or has been abandoned, or upon any certificate of registration fraudulently obtained.

Sec. 22. That whenever there are interfering registered trade-marks, any person interested in any one of them may have relief against the interfering registrant, and all persons interested under him, by suit in equity against the said registrant, and the court, on notice to adverse parties and other due proceedings had according to the course of equity, may adjudge and declare either of the registrations void in whole or in part according to the interest of the parties in the trade-mark, and may order the certificate of registration to be delivered up to the Commissioner of Patents for cancellation.

Sec. 23. That nothing in this act shall prevent, lessen, impeach, or avoid any remedy at law or in equity which any party aggrieved by any wrongful use of any trade-mark might have had if the provisions of this act had not been passed.

Sec. 24. That all applications for registration pending in the office of the Commissioner of Patents at the time of the passage of this act may be amended with a view to bringing them, and the certificates issued upon such applications, under its provisions, and the prosecution of such applications may be proceeded with under the provisions of this act.

Sec. 25. That any person who shall procure registration of a trade-mark, or entry thereof, in the office of the Commissioner of Patents by a false or fraudulent declaration or representation, oral or in writing, or by any false means, shall be liable to pay any damages sustained in consequence thereof to the injured party, to be recovered by an action on the case.

Sec. 26. That the Commissioner of Patents is authorized to make rules and regulations, not inconsistent with law, for the conduct of proceedings in reference to the registration of trade-marks provided for by this act.

Sec. 27. That no article of imported merchandise which shall copy or simulate the name of any domestic manufacture, or manufacturer or trader, or of any manufacturer or trader located in any foreign country which, by treaty, convention, or law affords similar privileges to citizens of the United States, or which shall copy or simulate a trade-mark registered in accordance with the provisions of this act or shall bear a name or mark calculated to induce the public to believe that the article is manufactured in the United States, or that it is manufactured in any foreign country or locality other than the country or locality in which it is in fact manufactured, shall be admitted to entry at any custom house of the United States, and, in order to aid the officers of the customs in enforcing this prohibition, any domestic manufacturer or trader, and any foreign manufacturer or trader, who is entitled under the provisions of a treaty, convention, declaration or agreement between the United States and any foreign country to the advantages afforded by law to citizens of the United States in respect to trade-marks and commercial names,

may require his name and residence, and the name of the locality in which his goods are manufactured, and a copy of the certificate of registration of his trade-mark, issued in accordance with the provisions of this act, to be recorded in books which shall be kept for this purpose in the Department of the Treasury, under such regulations as the Secretary of the Treasury shall prescribe, and may furnish to the department facsimiles of his name, the name of the locality in which his goods are manufactured, or of his registered trade-mark; and thereupon the Secretary of the Treasury shall cause one or more copies of the same to be transmitted to each collector or other proper officer of the customs.

Sec. 28. That it shall be the duty of the registrant to give notice to the public that a trade-mark is registered, either by affixing thereon the words "Registered in U. S. Patent Office," or abbreviated thus, "Reg. U. S. Pat. Off.," or when, from the character or size of the trade-mark, or from its manner of attachment to the article to which it is appropriated, this cannot be done, then by affixing a label containing a like notice to the package or receptacle wherein the article or articles are inclosed; and in any suit for infringement by a party failing so to give notice of registration no damages shall be recovered, except on proof that the defendant was duly notified of infringement and continued the same after such notice.

Sec. 29. That in construing this act the following rules must be observed, except where the contrary intent is plainly apparent from the context thereof: The United States includes and embraces all territory which is under the jurisdiction and control of the United States. The word "States" includes and embraces the District of Columbia, the Territories of the United States, and such other territory as shall be under the jurisdiction and control of the United States. The terms "person" and "owner," and any other word or term used to designate the applicant or other entitled to a benefit or privilege or rendered liable under the provisions of this act, include a firm, corporation, or association as well as a natural person. The terms "applicant" and "registrant" embrace the successors and assigns of such applicant or registrant. The term "trade-mark" includes any mark which is entitled to registration under the terms of this act, and whether registered or not, and a trade-mark shall be deemed to be "affixed" to an article when it is placed in any manner in or upon either the article itself or the receptacle or package or upon the envelope or other thing in, by, or with which the goods are packed or inclosed or otherwise prepared for sale or distribution.

Sec. 30. That this act shall be in force and take effect April first, nineteen hundred and five. All acts and parts of acts inconsistent with this act are hereby repealed except so far as the same may apply to certificates of registration issued under the act of Congress approved March third, eighteen hundred and eighty-one, entitled "An act to authorize the registration of trade-marks and protect the same," or under the act approved August fifth, eighteen hundred and eighty-two, entitled "An act relating to the registration of trade-marks."

Approved February 20, 1905.

ACT OF MAY 4, 1906.

AN ACT To amend the laws of the United States relating to the registration of trade-marks.

* * * * *

Sec. 2. That the Commissioner of Patents shall establish classes of merchandise for the purpose of trade-mark registration, and shall determine the particular descriptions of goods comprised in each class. On a single application for registration of a trade-mark the trade-mark may be registered at the option of the applicant for any or all goods upon which the mark has actually been used comprised in a single class of merchandise, provided the particular descriptions of goods be stated.

Sec. 3. That any owner of a trade-mark who shall have a manufacturing establishment within the territory of the United States shall be accorded, so far as the registration and protection of trade-marks used on the products of such establishment are concerned, the same rights and privileges that are accorded to owners of trade-marks domiciled within the territory of the United States by the act entitled "An act to authorize the registration of trade-marks used in commerce with foreign nations or among the several States or with Indian tribes, and to protect the same," approved February twentieth, nineteen hundred and five.

Sec. 4. That this act shall take effect July first, nineteen hundred and six.

Act to incorporate the American National Red Cross, approved January 5, 1905 (as amended June 23, 1910).

Sec. 4. That from and after the passage of this act it shall be unlawful for any person within the jurisdiction of the United States to falsely or fraudulently hold himself out as or represent or pretend himself to be a member of or an agent for the American National Red Cross for the purpose of soliciting, collecting, or receiving money or material; or for any person to wear or display the sign of the Red Cross or any insignia colored in imitation thereof for the fraudulent purpose of inducing the belief that he is a member of or an agent for the American National Red Cross. It shall be unlawful for any person, corporation, or association other than the American National Red Cross and its duly authorized employees and agents and the Army and Navy sanitary and hospital authorities of the United States, for the purpose of trade or as an advertisement, to induce the sale of any article whatsoever or for any business or charitable purpose to use within the territory of the United States of America and its exterior possessions the emblem of the Greek Red Cross on a white ground, or any sign or insignia made or colored in imitation thereof, or of the words "Red Cross" or "Geneva Cross" or any combination of these words: Provided, however, That no person, corporation, or association that actually used or whose assignor actually used the said emblem, sign, insignia, or words for any lawful purpose prior to January fifth, nineteen hundred and five shall be deemed forbidden by this act to continue the use thereof for the same purpose and for the same class of goods. If any person violates the provision of this section he shall be deemed guilty of a misdemeanor, and upon conviction in any Federal court shall be liable to a fine of not less than one or more than five hundred dollars, or imprisonment for a

term not exceeding one year, or both, for each and every offense.

* * * * *

Sec. 8. That the endowment fund of the American National Red Cross shall be kept and invested under the management and control

of a board of nine trustees, who shall be elected from time to time by the incorporators and their successors under such regulations regarding terms and tenure of office, accountability, and expense as said incorporators and successors shall prescribe.

THE COPYRIGHT LAW OF THE UNITED STATES.*

CONSTITUTION, 1787.

Art. 1, Sec. 8. The Congress shall have power: To promote the progress of science and useful arts, by securing for limited times to authors and inventors the exclusive right to their respective writings and discoveries.

AN ACT TO AMEND AND CONSOLIDATE THE ACTS RESPECTING COPYRIGHT. MARCH 4, 1909.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That any person entitled thereto, upon complying with the provisions of this Act, shall have the exclusive right:

(a) To print, reprint, publish, copy, and vend the copyrighted work;

(b) To translate the copyrighted work into other languages or dialects, or make any other version thereof, if it be a literary work; to dramatize it if it be a nondramatic work; to convert it into a novel or other nondramatic work if it be a drama; to arrange or adapt it if it be a musical work; to complete, execute, and finish it if it be a model or design for a work of art;

(c) To deliver or authorize the delivery of the copyrighted work in public for profit if it be a lecture, sermon, address, or similar production;

(d) To perform or represent the copyrighted work publicly if it be a drama or, if it be a dramatic work and not reproduced in copies for sale, to vend any manuscript or any record whatsoever thereof; to make or to procure the making of any transcription or record thereof by or from which, in whole or in part, it may in any manner or by any method be exhibited, performed, represented, produced, or reproduced; and to exhibit, perform, represent, produce, or reproduce it in any manner or by any method whatsoever;

(e) To perform the copyrighted work publicly for profit if it be a musical composition and for the purpose of public performance for profit; and for the purposes set forth in subsection (a) hereof, to make any arrangement or setting of it or of the melody of it in any system of notation or any form of record in which the thought of an author may be recorded and from which it may be read or reproduced: Provided, That the provisions of this Act, so far as they secure copyright controlling the parts of instruments serving to reproduce mechanically the musical work, shall include only compositions published and copyrighted after this Act goes into effect, and shall not include the works of a foreign author or composer unless the foreign state or nation of which such author or composer is a citizen or subject grants, either by treaty, convention, agreement, or law, to citizens of the United States similar rights: And

provided, further, and as a condition of extending the copyright control to such mechanical reproductions, That whenever the owner of a musical copyright has used or permitted or knowingly acquiesced in the use of the copyrighted work upon the parts of instruments serving to reproduce mechanically the musical work, any other person may make similar use of the copyrighted work upon the payment to the copyright proprietor of a royalty of two cents on each such part manufactured, to be paid by the manufacturer thereof, and the copyright proprietor may require, and if so the manufacturer shall furnish, a report under oath on the twentieth day of each month on the number of parts of instruments manufactured during the previous month serving to reproduce mechanically said musical work, and royalties shall be due on the parts manufactured during any month upon the twentieth of the next succeeding month. The payment of the royalty provided for by this section shall free the articles or devices for which such royalty has been paid from further contribution to the copyright except in case of public performance for profit: And provided further, That it shall be the duty of the copyright owner, if he uses the musical composition himself for the manufacture of parts of instruments serving to reproduce mechanically the musical work, or licenses others to do so, to file notice thereof, accompanied by a recording fee, in the copyright office, and any failure to file such notice shall be a complete defense to any suit, action, or proceeding for any infringement of such copyright.

In case of the failure of such manufacturer to pay to the copyright proprietor within thirty days after demand in writing the full sum of royalties due at said rate at the date of such demand the court may award taxable costs to the plaintiff and a reasonable counsel fee, and the court may, in its discretion, enter judgment therein for any sum in addition over the amount found to be due as royalty in accordance with the terms of this Act, not exceeding three times such amount.

The reproduction or rendition of a musical composition by or upon coin-operated machines shall not be deemed a public performance for profit unless a fee is charged for admission to the place where such reproductions or rendition occurs.

Sec. 2. That nothing in this Act shall be construed to annul or limit the right of the author or proprietor of an unpublished work, at common law or in equity, to prevent the copying, publication, or use of such unpublished work without his consent, and to obtain damages therefor.

Sec. 3. That the copyright provided by the Act shall protect all the copyrightable component parts of the work copyrighted, and all matter therein in which copyright is already subsisting, but without extending the duration or scope of such copyright. The copyright upon composite works or periodicals shall give to the proprietor thereof all the rights in respect thereto which he would have if each

*Slightly abridged for this book by Munn & Co., Patent Attorneys.

part were individually copyrighted under this Act.

Sec. 4. That the works for which copyright may be secured under this Act shall include all the writings of an author.

Sec. 5. That the application for registration shall specify to which of the following classes the work in which copyright is claimed belongs:

(a) Books, including composite and cyclopaedic works, directories, gazetteers, and other compilations;

(b) Periodicals, including newspapers;

(c) Lectures, sermons, addresses, prepared for oral delivery;

(d) Dramatic or dramatico-musical compositions;

(e) Musical compositions;

(f) Maps;

(g) Works of art; models or designs for works of art;

(h) Reproductions of a work of art;

(i) Drawings or plastic works of a scientific or technical character;

(j) Photographs;

(k) Prints and pictorial illustrations:

Provided, nevertheless, That the above specifications shall not be held to limit the subject-matter of copyright as defined in section four of this Act, nor shall any error in classification invalidate or impair the copyright protection secured under this Act.

Sec. 6. That compilations or abridgments, adaptations, arrangements, dramatizations, translations, or other versions of works in the public domain, or of copyrighted works when produced with the consent of the proprietor of the copyright in such works, or works republished with new matter, shall be regarded as new works subject to copyright under the provisions of this Act; but the publication of any such new works shall not affect the force or validity of any subsisting copyright upon the matter employed or any part thereof, or be construed to imply an exclusive right to such use of the original works, or to secure or extend copyright in such original works.

Sec. 7. That no copyright shall subsist in the original text of any work which is in the public domain, or in any work which was published in this country or any foreign country prior to the going into effect of this Act and has not been already copyrighted in the United States, or in any publication of the United States Government, or any reprint, in whole or in part, thereof: Provided, however, That the publication or republication by the Government, either separately or in a public document, of any material in which copyright is subsisting, shall not be taken to cause any abridgment or annulment of the copyright or to authorize any use or appropriation of such copyright material without the consent of the copyright proprietor.

Sec. 8. That the author or proprietor of any work made the subject of copyright by this Act, or his executors, administrators, or assigns, shall have copyright for such work under the conditions and for the terms specified in this Act: Provided, however, That the copyright secured by this Act shall extend to the work of an author or proprietor who is a citizen or subject of a foreign state or nation, only:

(a) When an alien author or proprietor shall be domiciled within the United States at the time of the first publication of his work; or

(b) When the foreign state or nation of which such author or proprietor is a citizen or subject grants, either by treaty, convention,

agreement, or law, to citizens of the United States the benefit of copyright on substantially the same basis as to its own citizens, or copyright protection substantially equal to the protection secured to such foreign author under this Act or by treaty; or when such foreign state or nation is a party to an international agreement which provides for reciprocity in the granting of copyright, by the terms of which agreement the United States may, at its pleasure, become a party thereto.

The existence of the reciprocal conditions aforesaid shall be determined by the President of the United States, by proclamation made from time to time, as the purposes of this Act may require.

Sec. 9. That any person entitled thereto by this Act may secure copyright for his work by publication thereof with the notice of copyright required by this Act; and such notice shall be affixed to each copy thereof published or offered for sale in the United States by authority of the copyright proprietor, except in the case of books seeking ad interim protection under section twenty-one of this Act.

Sec. 10. That such person may obtain registration of his claim to copyright by complying with the provisions of this Act, including the deposit of copies, and upon such compliance the register of copyrights shall issue to him the certificate provided for in section fifty-five of this Act.

Sec. 11. That copyright may also be had of the works of an author of which copies are not reproduced for sale, by the deposit, with claim of copyright, of one complete copy of such work if it be a lecture or similar production or a dramatic or musical composition; of a photographic print if the work be a photograph; or of a photograph or other identifying reproduction thereof if it be a work of art or a plastic work or drawing. But the privilege of registration of copyright secured hereunder shall not exempt the copyright proprietor from the deposit of copies under sections twelve and thirteen of this Act where the work is later reproduced in copies for sale.

* * *

Sec. 13. That should the copies called for by this Act not be promptly deposited as herein provided, the register of copyrights may at any time after the publication of the work, upon actual notice, require the proprietor of the copyright to deposit them, and after the said demand shall have been made, in default of the deposit of copies of the work within three months from any part of the United States, except an outlying territorial possession of the United States, or within six months from any outlying territorial possession of the United States, or from any foreign country, the proprietor of the copyright shall be liable to a fine of one hundred dollars and to pay to the Library of Congress twice the amount of the retail price of the best edition of the work, and the copyright shall become void.

* * *

Sec. 15. That of the printed book or periodical specified in section five, subsections (a) and (b) of this Act, except the original text of a book of foreign origin in a language or languages other than English, the text of all copies accorded protection under this Act, except as below provided, shall be printed from type set within the limits of the United States, either by hand or by the aid of any kind of typesetting machine, or from plates made within the limits of the United States from type set therein, or, if the text be

produced by lithographic process, or photo-engraving process, then by a process wholly performed within the limits of the United States, and the printing of the text and binding of the said book shall be performed within the limits of the United States; which requirements shall extend also to the illustrations within a book consisting of printed text and illustrations produced by lithographic process, or photo-engraving process, and also to separate lithographs or photo-engravings, except where in either case the subjects represented are located in a foreign country and illustrate a scientific work or reproduce a work of art; but they shall not apply to works in raised characters for the use of the blind, or to books of foreign origin in a language or languages other than English, or to books published abroad in the English language seeking ad interim protection under this Act.

* * *

Sec. 18. That the notice of copyright required by section nine of this Act shall consist either of the word "Copyright" or the abbreviation "Copr.", accompanied by the name of the copyright proprietor, and if the work be a printed literary, musical, or dramatic work, the notice shall include also the year in which the copyright was secured by publication. In the case, however, of copies of works specified in subsections (f) to (k), inclusive, of section five of this Act, the notice may consist of the letter C inclosed within a circle, accompanied by the initials, monogram, mark, or symbol of the copyright proprietor: Provided, That on some accessible portion of such copies or of the margin, back, permanent base, or pedestal, or of the substance on which such copies shall be mounted, his name shall appear. But in the case of works in which copyright is subsisting when this Act shall go into effect, the notice of copyright may be either in one of the forms prescribed herein or in one of those prescribed by the Act of June eighteenth, eighteen hundred and seventy-four.

Sec. 19. That the notice of copyright shall be applied, in the case of a book or other printed publication upon its title-page or the page immediately following, or if a periodical either upon the title-page or upon the first page of text of each separate number or under the title heading, or if a musical work either upon its title-page or the first page of music: Provided, That one notice of copyright in each volume or in each number of a newspaper or periodical published shall suffice.

Sec. 20. That where the copyright proprietor has sought to comply with the provisions of this Act with respect to notice, the omission by accident or mistake of the prescribed notice from a particular copy or copies shall not invalidate the copyright or prevent recovery for infringement against any person who, after actual notice of the copyright, begins an undertaking to infringe it, but shall prevent the recovery of damages against an innocent infringer who has been misled by the omission of the notice; and in a suit for infringement no permanent injunction shall be had unless the copyright proprietor shall reimburse to the innocent infringer his reasonable outlay innocently incurred if the court, in its discretion, shall so direct.

Sec. 21. That in the case of a book published abroad in the English language before publication in this country, the deposit in the copyright office, not later than thirty days after

its publication abroad, of one complete copy of the foreign edition, with a request for the reservation of the copyright and a statement of the name and nationality of the author and of the copyright proprietor and of the date of publication of the said book, shall secure to the author or proprietor an ad interim copyright, which shall have all the force and effect given to copyright by this Act, and shall endure until the expiration of thirty days after such deposit in the copyright office.

Sec. 22. That whenever within the period of such ad interim protection an authorized edition of such book shall be published within the United States, in accordance with the manufacturing provisions specified in section fifteen of this Act, and whenever the provisions of this Act as to deposit of copies, registration, filing of affidavit, and the printing of the copyright notice shall have been duly complied with, the copyright shall be extended to endure in such book for the full term elsewhere provided in this Act.

Sec. 23. That the copyright secured by this Act shall endure for twenty-eight years from the date of first publication, whether the copyrighted work bears the author's true name or is published anonymously or under an assumed name: Provided, That in the case of any posthumous work or of any periodical, cyclopaedic, or other composite work upon which the copyright was originally secured by the proprietor thereof, or of any work copyrighted by a corporate body (otherwise than as assignee or licensee of the individual author) or by an employer for whom such work is made for hire, the proprietor of such copyright shall be entitled to a renewal and extension of the copyright in such work for the further term of twenty-eight years when application for such renewal and extension shall have been made to the copyright office and duly registered therein within one year prior to the expiration of the original term of copyright: And provided further, That in the case of any other copyrighted work, including a contribution by an individual author to a periodical or to a cyclopaedic or other composite work when such contribution has been separately registered, the author of such work, if still living, or the widow, widower, or children of the author, if the author be not living, or if such author, widow, widower, or children be not living, then the author's executors, or in the absence of a will, his next of kin shall be entitled to a renewal and extension of the copyright in such work for a further term of twenty-eight years when application for such renewal and extension shall have been made to the copyright office and duly registered therein within one year prior to the expiration of the original term of copyright: And provided further, That in default of the registration of such application for renewal and extension, the copyright in any work shall determine at the expiration of twenty-eight years from first publication.

Sec. 24. That the copyright subsisting in any work at the time when this Act goes into effect may, at the expiration of the term provided for under existing law, be renewed and extended by the author of such work if still living, or the widow, widower, or children of the author, if the author be not living, or if such author, widow, widower, or children be not living, then by the author's executors, or in the absence of a will, his next of kin, for a further period such that the entire term shall be equal to that secured by this Act,

including the renewal period: Provided, however, That if the work be a composite work upon which copyright was originally secured by the proprietor thereof, then such proprietor shall be entitled to the privilege of renewal and extension granted under this section: Provided, That application for such renewal and extension shall be made to the copyright office and duly registered therein within one year prior to the expiration of the existing term.

Sec. 25. That if any person shall infringe the copyright in any work protected under the copyright laws of the United States such person shall be liable:

(a) To an injunction restraining such infringement;

(b) To pay to the copyright proprietor such damages as the copyright proprietor may have suffered due to the infringement, as well as all the profits which the infringer shall have made from such infringement, and in proving profits the plaintiff shall be required to prove sales only and the defendant shall be required to prove every element of cost which he claims, or in lieu of actual damages and profits such damages as to the court shall appear to be just, and in assessing such damages the court may, in its discretion, allow the amounts as hereinafter stated, but in the case of a newspaper reproduction of a copyrighted photograph such damages shall not exceed the sum of two hundred dollars nor be less than the sum of fifty dollars, and such damages shall in no other case exceed the sum of five thousand dollars nor be less than the sum of two hundred and fifty dollars, and shall not be regarded as a penalty:

First. In the case of a painting, statue, or sculpture, ten dollars for every infringing copy made or sold by or found in the possession of the infringer or his agents or employees;

Second. In the case of any work enumerated in section five of this Act, except a painting, statue, or sculpture, one dollar for every infringing copy made or sold by or found in the possession of the infringer or his agents or employees;

Third. In the case of a lecture, sermon, or address, fifty dollars for every infringing delivery;

Fourth. In the case of a dramatic or dramatico-musical or a choral or orchestral composition, one hundred dollars for the first and fifty dollars for every subsequent infringing performance; in the case of other musical compositions, ten dollars for every infringing performance;

(c) To deliver up on oath, to be impounded during the pendency of the action, upon such terms and conditions as the court may prescribe, all articles alleged to infringe a copyright;

(d) To deliver up on oath for destruction all the infringing copies or devices, as well as all plates, molds, matrices, or other means for making such infringing copies as the court may order;

(e) Whenever the owner of a musical copyright has used or permitted the use of the copyrighted work upon the parts of musical instruments serving to reproduce mechanically the musical work, then in case of infringement of such copyright by the unauthorized manufacture, use, or sale of interchangeable parts, such as disks, rolls, bands, or cylinders for use in mechanical music-producing machines adapted to reproduce the copyrighted music, no criminal action shall be brought, but in a civil action an injunction may be

granted upon such terms as the court may impose, and the plaintiff shall be entitled to recover in lieu of profits and damages a royalty as provided in section one, subsection (e), of this Act: Provided also, That whenever any person, in the absence of a license agreement, intends to use a copyrighted musical composition upon the parts of instruments serving to reproduce mechanically the musical work, relying upon the compulsory license provision of this Act, he shall serve notice of such intention, by registered mail, upon the copyright proprietor at his last address disclosed by the records of the copyright office, sending to the copyright office a duplicate of such notice; and in case of his failure so to do the court may, in its discretion, in addition to sums hereinabove mentioned, award the complainant a further sum, not to exceed three times the amount provided by section one, subsection (e), by way of damages, and not as a penalty, and also a temporary injunction until the full award is paid.

Rules and regulations for practice and procedure under this section shall be prescribed by the Supreme Court of the United States.

* * *

Sec. 28. That any person who willfully and for profit shall infringe any copyright secured by this Act, or who shall knowingly and willfully aid or abet such infringement, shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punished by imprisonment for not exceeding one year or by a fine of not less than one hundred dollars nor more than one thousand dollars, or both, in the discretion of the court: Provided, however, That nothing in this Act shall be so construed as to prevent the performance of religious or secular works, such as oratorios, cantatas, masses, or octavo choruses by public schools, church choirs, or vocal societies, rented, borrowed, or obtained from some public library, public school, church choir, school choir, or vocal society, provided the performance is given for charitable or educational purposes and not for profit.

Sec. 29. That any person who, with fraudulent intent, shall insert or impress any notice of copyright required by this Act, or words of the same purport, in or upon any uncopyrighted article, or with fraudulent intent shall remove or alter the copyright notice upon any article duly copyrighted shall be guilty of a misdemeanor, punishable by a fine of not less than one hundred dollars and not more than one thousand dollars. Any person who shall knowingly issue or sell any article bearing a notice of United States copyright which has not been copyrighted in this country, or who shall knowingly import any article bearing such notice or words of the same purport, which has not been copyrighted in this country, shall be liable to a fine of one hundred dollars.

Sec. 30. That the importation into the United States of any article bearing a false notice of copyright when there is no existing copyright thereon in the United States, or of any piratical copies of any work copyrighted in the United States, is prohibited.

Sec. 31. That during the existence of the American copyright in any book the importation into the United States of any piratical copies thereof or of any copies thereof (although authorized by the author or proprietor) which have not been produced in accordance with the manufacturing provisions specified in section fifteen of this Act, or any plates

of the same not made from type set within the limits of the United States, or any copies thereof produced by lithographic or photo-engraving process not performed within the limits of the United States, in accordance with the provisions of section fifteen of this Act, shall be, and is hereby, prohibited. Provided, however, That, except as regards piratical copies, such prohibition shall not apply.

(a) To works in raised characters for the use of the blind.

(b) To a foreign newspaper or magazine, although containing matter copyrighted in the United States printed or reprinted by authority of the copyright proprietor, unless such newspaper or magazine contains also copyright matter printed or reprinted without such authorization.

(c) To the authorized edition of a book in a foreign language or languages of which only a translation into English has been copyrighted in this country.

(d) To any book published abroad with the authorization of the author or copyright proprietor when imported under the circumstances stated in one of the four subdivisions following, that is to say:

First. When imported, not more than one copy at one time, for individual use and not for sale, but such privilege of importation shall not extend to a foreign reprint of a book by an American author copyrighted in the United States.

Second. When imported by the authority or for the use of the United States.

Third. When imported, for use and not for sale, not more than one copy of any such book in any one invoice, in good faith, by or for any society or institution incorporated for educational, literary, philosophical, scientific, or religious purposes, or for the encouragement of the fine arts, or for any college, academy, school, or seminary of learning, or for any State, school, college, university, or free public library in the United States.

Fourth. When such books form parts of libraries or collections purchased en bloc for the use of societies, institutions, or libraries designated in the foregoing paragraph, or form parts of the libraries or personal baggage belonging to persons or families arriving from foreign countries and are not intended for sale.

Provided, That copies imported as above may not lawfully be used in any way to violate the rights of the proprietor of the American copyright or annul or limit the copyright protection secured by this Act, and such unlawful use shall be deemed an infringement of copyright.

Sec. 41. That the copyright is distinct from the property in the material object copyrighted, and the sale or conveyance, by gift

or otherwise, of the material object shall not of itself constitute a transfer of the copyright, nor shall the assignment of the copyright constitute a transfer of the title to the material object, but nothing in this Act shall be deemed to forbid, prevent, or restrict the transfer of any copy of a copyrighted work the possession of which has been lawfully obtained.

Sec. 42. That copyright secured under this or previous Acts of the United States may be assigned, granted, or mortgaged by an instrument in writing signed by the proprietor of the copyright, or may be bequeathed by will.

Sec. 43. That every assignment of copyright executed in a foreign country shall be acknowledged by the assignor before a consular officer or secretary of legation of the United States authorized by law to administer oaths or perform notarial acts. The certificate of such acknowledgment under the hand and official seal of such consular officer or secretary of legation shall be prima facie evidence of the execution of the instrument.

* * * * *

Sec. 44. That every assignment of copyright shall be recorded in the copyright office within three calendar months after its execution in the United States or within six calendar months after its execution without the limits of the United States, in default of which it shall be void as against any subsequent purchaser or mortgagee for a valuable consideration, without notice, whose assignment has been duly recorded.

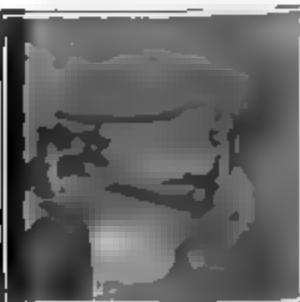
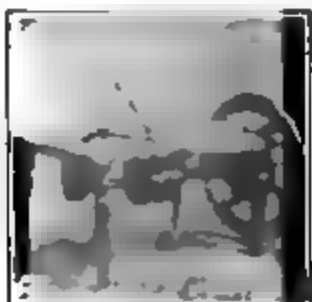
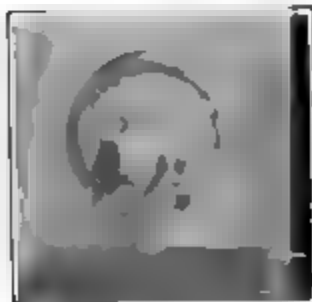
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Sec. 45. That when an assignment of the copyright in a specified book or other work has been recorded the assignee may substitute his name for that of the assignor in the statutory notice of copyright prescribed by this Act.

Sec. 46. That in the interpretation and construction of this Act "the date of publication" shall in the case of a work of which copies are reproduced for sale or distribution be held to be the earliest date when copies of the first authorized edition were placed on sale, sold, or publicly distributed by the proprietor of the copyright or under his authority, and the word "author" shall include an employer in the case of works made for hire.

Sec. 47. That all laws or parts of laws in conflict with the provisions of this Act are hereby repealed, but nothing in this Act shall affect causes of action for infringement of copyright heretofore committed now pending in courts of the United States, or which may hereafter be instituted, but such causes shall be prosecuted to a conclusion in the manner heretofore provided by law.

Sec. 48. That this Act shall go into effect on the first day of July, nineteen hundred and nine.



EARLY TYPES OF SEWING MACHINES.

CHAPTER XIV.

ARMIES OF THE WORLD.

INFANTRY.

The real basis of the infantry organization of all foreign armies is the battalion. Except for England, the typical battalion is composed of 4 companies and has a strength on the war footing of some 20 to 25 officers and 900 to 1,100 men, counting from about 900 to 1,000 rifles. In England the battalion numbers 8 companies and counts about 860 rifles on the war footing.

In speaking of a foreign battalion it must, therefore, be borne in mind that its fighting strength is roughly equal to that of two of our battalions.

CAVALRY.

The basis of all foreign cavalry organization is the squadron. The foreign squadron numbers on a war footing from 120 to 150 sabers. Regiments contain from 3 to 6 squadrons.

It will therefore be noted that in speaking of a foreign squadron we mean a force of about one-half the strength of the United States squadron. Similarly, the cavalry regiment of foreign services is about one-half, or less, the strength of our regiments.

FIELD ARTILLERY.

The battery is usually taken as the unit of field artillery organization. For the purposes of comparison a more correct unit is the battalion.

Leaving Russia aside, it may be said that there are two great systems of field artillery organization. These may be called, naming them after their great exponents, the French and the German. The essential differences between these two systems may be summarized as follows:

The French system takes 4 guns as the firing unit, the battery, and assigns all of the ammunition which should be available *upon entry into action* to the battery; batteries count

5 officers, sometimes 4, and 170 men.

Under the German system the firing unit, battery, counts 6 guns, and only so much ammunition as is needed for the *immediate* service of the pieces is assigned to the batteries; the remainder of the ammunition which should be available *upon entry into action* being assembled in an ammunition battery (light ammunition column), which forms an *integral* part of the battalion.

In both systems the number of firing batteries in the battalion is three; the German system having an additional battery for ammunition gives that system 4 battery organizations to the battalion.

Under the German system the strength of firing batteries is about 5 officers and 150 men and that of ammunition batteries is 4 officers and 188 men. The strength of battalion staffs is not dependent upon the particular system.

FORTRESS ARTILLERY.

In most foreign services all artillery is on one list. That branch of artillery known as fortress artillery has no counterpart in our service. Fortress artillery garrisons the land fortresses of the country and furnishes artillery of various types to the mobile troops. The amount of mobile artillery which would be provided by the foot artillery in war is naturally dependent upon the character of the war, whether offensive or defensive, etc. It is, therefore, impossible to say by how much the artillery with the mobile troops, as shown in the tables, would be augmented in war.

COAST ARTILLERY.

The coast artillery shown for Germany does not give a correct idea, for many of the coast fortifications of that country are garrisoned by marines.

SANITARY TROOPS.

While the number of sanitary troops shown by the tables is small for foreign armies as compared with the number maintained by the United States, it should be borne in mind that in war much of the "bearer and first-aid duty" is performed in foreign services by men drawn from and forming part of the line. Furthermore, drivers for ambulances and for other non-technical purposes are drawn from the train. The necessity for maintaining a nucleus in peace for expansion in war does not therefore exist in the same degree in foreign countries as in the United States. Similar remarks are, however, true for services other than sanitary.

EXPANSION ON MOBILIZATION.

In all foreign countries of any consequence large numbers of *fully trained* reserves exist. These men are as-

signed to organizations, and in those organizations complete equipment of every kind and description is so stored as to facilitate immediate issue. Every horse in civil life has its place assigned and its owner is warned as to where it is to be turned in on mobilization; the same is true of vehicles. In the formation of certain classes of trains the Government simply directs teamsters with their teams, harness, and wagons to report at previously specified places. It is thus simply a matter of hours for the great powers to mobilize.

Inasmuch as the frontiers of possible enemies adjoin their own, and the functioning of the mobilization of those enemies is equally complete, all nations on the continent of Europe maintain their cavalry and horse artillery at practically war strength and station those arms on the frontiers to secure the few hours which are necessary for mobilization.

TABLE SHOWING PEACE STRENGTH, BY ARMS OF THE SERVICE.
ONLY OFFICERS AND MEN WITH THE COLORS ARE CONSIDERED.

Country.	Infantry.	Cavalry.	Field artillery.	Foot artillery.	Coast artillery.	Technical troops.	Train.	Sanitary troops.	Total peace strength. ¹
France ²	379,640	75,510	76,419	4,446	7,246	18,020	10,520	6,123	634,638
Germany.....	404,765	73,368	69,735	24,673	2,000	26,708	8,038	6,615	634,320
Austria ³	194,123	47,541	33,012	6,040	2,100	10,507	5,070	4,307	327,580
Russia.....	580,000	115,000	94,110	18,056	14,152	37,448	(?)	(?)	1,200,000
England ⁴	151,261	20,716	34,649	628	14,965	9,096	6,772	5,069	255,438
Italy.....	167,000	24,000	27,000	7,000	5,000	11,000	2,500	3,729	288,409
Mexico.....	20,326	7,318	1,912	(?)	(?)	657	215	(?)	{ 31,000- 32,000
Japan.....	149,402	14,585	18,918	6,889		16,727	11,427	3,484		230,000
UNITED STATES.									
Regulars ⁵	27,370	13,540	5,456	0	19,993	3,449	0	4,117	81,361
Organized militia.....	97,035	4,167	4,565	0	7,256	2,539	0	2,146	119,660
Total.....	124,405	17,707	10,021	0	27,249	5,988	0	6,263	201,021

¹ Includes miscellaneous organizations, staffs, school detachments, etc.
² Includes troops stationed in Algiers and Tunis and such colonial troops as are stationed in France.
³ Common army only. For Landwehr, see study on Austria.
⁴ Regular army only. Indian army, colonial forces, and territorial forces are mentioned in study on England. Territorial force (British Isles) numbers 315,408. Canadian permanent force and organized militia numbers 67,037.
⁵ Based on Army List, 20 November, 1910. The Porto Rican Regiment is counted as infantry. Technical troops include Engineers and Signal Corps. 8,000 recruits included in total. 5,000 Philippine Scouts are not counted.

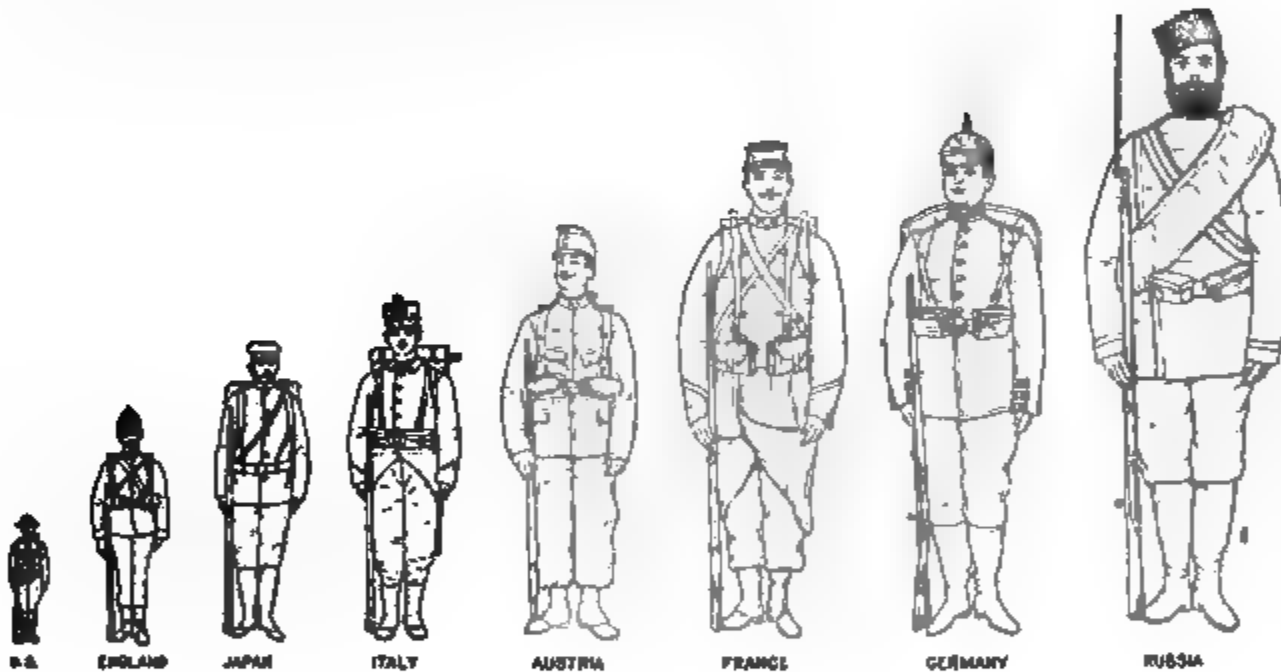
ARMIES OF THE MINOR POWERS.

The number of men, peace and war footing, of the minor powers, is estimated as follows: Belgium, a peace footing of 47,000 men; war footing, 188,000; Bulgaria, peace footing, 57,800; war footing, 375,000; China, peace footing, 240,000 trained men; Denmark, peace footing, 12,000; war footing, 66,000; India (British), peace footing, 162,000; war footing, 220,000 (native troops only); Greece; peace footing, 20,000; war footing, 100,000; Holland, peace footing, 34,000; war footing, 175,000; Roumania, peace footing, 93,000; war footing, 350,000; Spain, peace footing, 115,000; war footing, 500,000; Sweden, peace footing, 69,000; war footing, 420,000; Switzerland, peace footing, 21,000; war footing, 270,000; Turkey, peace footing, 375,000; war footing, 1,000,000.

TABLE SHOWING HIGHER ORGANIZATIONS EXISTING IN TIME OF PEACE.

NO MILITIA, RESERVE, OR TERRITORIAL TROOPS ARE INCLUDED.

Country.	Army corps.	Divisions.	Cavalry divisions.	Infantry brigades.	Cavalry brigades.	Field-artillery brigades.
France.....	21	47	8	92	38	21
Germany.....	23	48	1	106	49	46
Austria.....	16	33	5	58	19	16
Russia.....	31	56	23	143	46	61
England ¹	0	6	0	16	4	6
Italy.....	12	26	3	51	8	12
Mexico.....	0	0	0	0	0	0
Japan.....	0	19	0	39	2	3
United States.....	0	0	0	0	0	0

¹ Common army only.² Possibly more.³ Figures are for regulars in the British Isles only. In addition there are 14 divisions, 42 infantry brigades, 14 field-artillery brigades, and 14 mounted brigades of territorial troops in the British Isles. In India there are 9 divisions, 9 field-artillery brigades, and 8 cavalry brigades.

INFANTRY OF PRINCIPAL NATIONS.

ARMIES OF THE LEADING POWERS.

AUSTRIA-HUNGARY.

The dual monarchy of Austria-Hungary maintains three separate armies supported by the Empire, by Austria, and by Hungary, respectively. These armies are known as the common army, the Austrian (Cisleithane) Landwehr, and the Hungarian Landwehr, respectively. The two Landwehr armies differ, however, from the Landwehr of other countries in that they are maintained with the colors in time of peace. The common army is known as the first line, and the two Landwehr armies as the second line.

In the common army there are 16 army corps with 33 divisions. There are 15 divisions in the Landwehr. There are 5

cavalry divisions organized in peace; they are attached to the army corps and all belong to the common army. The common army has 58 brigades of infantry and 19 brigades of cavalry. In the Landwehr there are 30 brigades of infantry and probably 6 of cavalry. There are 16 brigades of field artillery in the common army, organized in peace.

The total peace strength of the common army and the Landwehr comprises 31,328 officers, including a certain number of officials classed as officers, and 363,919 men. It is impossible to give any definite accurate statements as to Austria's maximum mobilization or even as to her initial mobilization. A conservative estimate, however, places the

number of fully trained men subject to call at about 2,000,000. Assuming that the initial mobilization would be confined to raising existing organizations to a war footing we would have the following fighting strength of the three armies: Common army: 420,300 infantry rifles; 1,854 field guns; 37,800 cavalry sabres. Landwehr: 192,850 infantry rifles; 96 field guns; 15,150 cavalry sabres.

Service is compulsory between the ages of 19 and 42, and is divided into numerous categories. The most important of these are as follows: Common army, 3 years with the colors and 7 years with the first reserve; during the latter period the men are subject to call for three periods of training of 4 weeks each. Landwehr, 2 years with the colors and 10 years with the first reserve; during the latter period the men may be called for instruction under varying and complex rules.

ENGLAND.

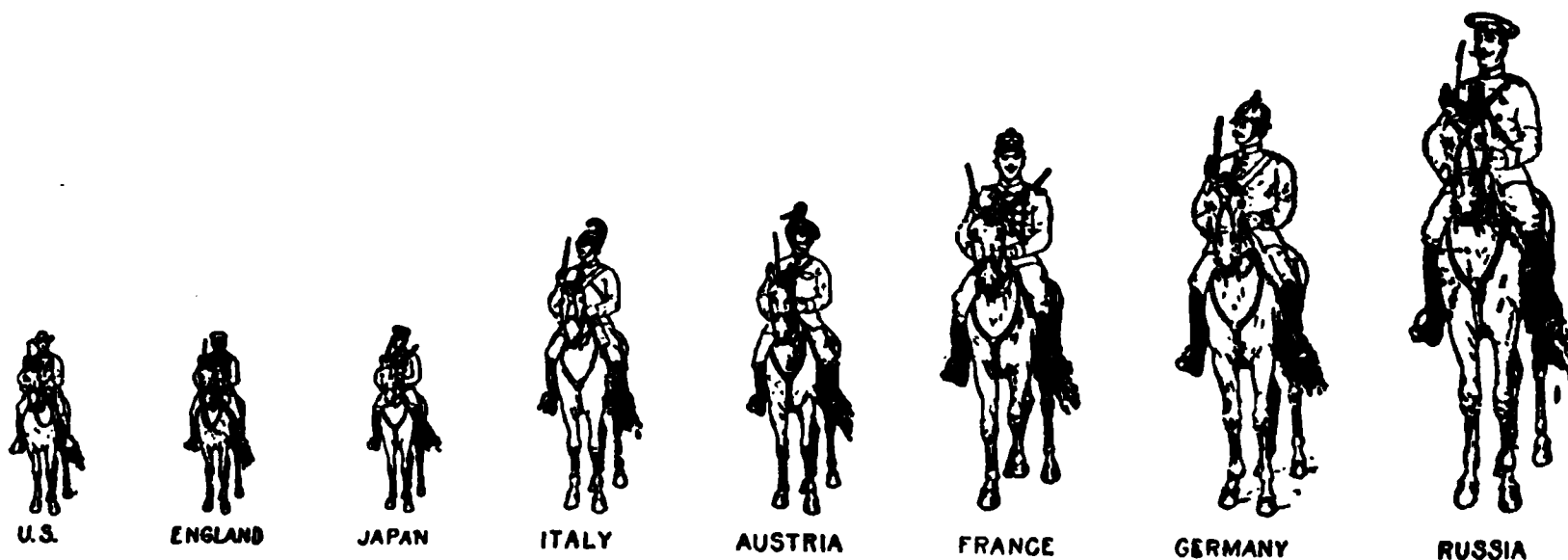
The military forces of England fall under several categories. The principal of these are: The regular forces, and the territorial forces. The regular forces are again divided into British forces—Indian forces and colonial forces. In addition, certain of the colonies, Canada, for example, maintain considerable forces of militia.

The British forces (regular) within the British Islands are organized into 6 divisions and 4 cavalry brigades. The territorial force has 14 divisions (similar to those of the regulars) and 14 mounted brigades. The forces in India, including regular and native, are divided into two armies, containing a total of 9 divisions and 8 cavalry brigades. The division in India is smaller than is usually the rule (about 13,000).

The total peace strength of the regular army comprises 255,438 officers and men, distributed as follows: British Isles, 134,339 officers and men; Colonies (other than India), 45,215 officers and men; India, 75,884 officers and men. In addition there are 190 officers and 1,198 men employed with the special reserves, of whom there are 86,539. There are also 138,000 men in the army reserve, in addition to the special reserve. Combining the strength of the forces with the colors and the trained reserves, we have as the *trained force* which England is able to mobilize as her *Regular Establishment* a total of 481,365 officers and men. Service in the regular establishment is voluntary and the period of enlistment is usually for 12 years, of which a certain portion is passed with the colors and the remainder in the reserve. Service with the colors is usually 3, 7 or 8 years, depending

TABLE SHOWING PERCENTAGES OF SEVERAL ARMS OF TOTAL PEACE STRENGTH.

Country.	Infantry.	Cavalry.	Field artillery.	Foot artillery.	Coast artillery.	Technical troops.	Train.	Sanitary troops.	Miscellaneous.
	<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>	<i>Per ct.</i>
France.....	59.77	11.89	12.05	0.70	1.14	2.83	1.65	0.96	9.01
Germany.....	63.81	11.56	10.99	3.88	.33	4.21	1.26	1.04	2.02
Austria.....	59.34	14.51	10.07	1.84	.64	3.20	1.54	1.31	7.55
Russia.....	48.33	9.58	7.84	1.50	1.17	3.12	(?)	(?)	28.46
England.....	59.21	8.10	13.56	.24	5.85	3.56	2.65	1.98	4.85
Italy.....	57.90	8.32	9.36	2.42	1.73	3.81	.86	1.29	14.31
Mexico.....	63.50	22.86	5.97	(?)	(?)	2.05	.37	(?)	5.25
Japan.....	64.95	6.34	8.22	2.99	(?)	7.27	4.96	1.51	3.76
UNITED STATES.									
Regulars.....	33.64	16.64	6.66	0	24.57	4.23	0	5.06	9.20
Organized Militia.....	81.09	3.48	3.81	0	6.06	2.12	0	1.79	1.65
Total.....	61.70	8.80	5.07	0	13.55	2.97	0	3.11	4.80



CAVALRY OF PRINCIPAL NATIONS.

on the arm of the service and other conditions.

There is also the territorial force, which however, does not serve beyond the limits of the British Isles, except by its own consent. The total of this territorial force is about 315,408.

All the colonies maintain bodies of native troops. India has a native force of some 162,000 men. The Canadian forces are divided into the permanent and active militia; the combined peace strength of these two forces as authorized by law being 62,037 for the active militia and 5,000 for the permanent force. Actually, the numbers are somewhat below these figures as follows: Infantry, 43,162 officers and men; field artillery, 3,719; garrison artillery, 2,993; cavalry, 8,567, a total of 58,441 officers and men. In addition there are in Canada reserves, under various names, to the number of 39,346. The Canadian forces are probably about as well trained as the Organized Militia of the United States.

FRANCE.

The French Army proper is known as the Metropolitan Army and is divided between France and Algiers. There are 20 army corps organized in peace. In addition there is one colonial army corps. There are 47 divisions and 92 infantry brigades; 21 field artillery brigades are distributed among the 21 corps. There are also 8 cavalry divisions organized in peace, or a total of 38 cavalry brigades.

The total peace strength of the French Army, exclusive of colonial troops but including gendarmes and "republican guards," comprises 29,209 officers and 577,303 men. Of these 26,368 officers and 507,764 men are stationed in France. There are in addition, 2,083 officers and 26,043 men of the colonial army stationed in France. This brings the total force stationed in France up to 28,451 officers and 533,807 men. The grand total of the Metropolitan Army and the colonial

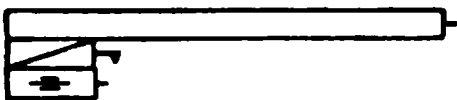
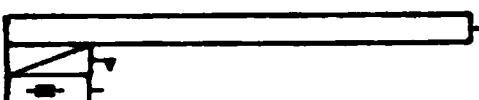
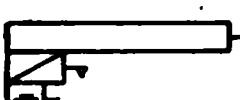
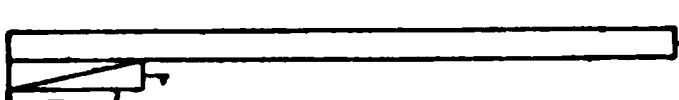
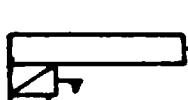
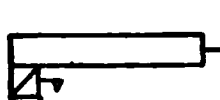

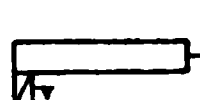
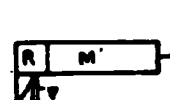

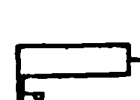
(Continued on page 396.)

TABLE SHOWING FIGHTING STRENGTH OF THREE ARMS ON MOBILIZATION.
EXISTING ORGANIZATIONS ONLY CONSIDERED.

Country.	Infantry rifles.	Cavalry sabers.	Field guns.	Sabers per thousand infantry bayonets.	Field guns per thousand infantry bayonets. ¹	Fully trained reserves available for passing from peace to war footing.
France ²	618,450	66,750	2,936	107.93	4.74	2,300,000
Germany.....	633,000	76,500	3,866	120.85	6.10	4,000,000
Austria ³	420,300	37,800	1,854	89.93	4.41	1,600,000
Russia ⁴	973,152	111,825	4,432	114.91	4.55	3,800,000
England ⁵	135,020	15,000	1,170	111.09	8.66	215,000
Italy.....	300,000	20,880	1,470	69.99	4.90	1,250,000
Mexico ⁶	53,760	14,016	176	260.71	3.27	None.
Japan ⁷	228,000	14,550	954	63.81	4.18	1,000,000
UNITED STATES.						
Regulars ⁸	39,600	15,225	144	384.46	3.63	None.
Organized Militia ⁹	167,000	5,800	200	34.73	1.19	None.
Total ¹⁰	206,600	21,025	344	101.76	1.66	None.

¹ No deductions made for horse guns.
² For all existing units, for mobilization in France, see separate study.
³ Common army only. Figures are approximate. (See study.)
⁴ The peculiar situation of Russia makes it impossible for her to assemble her total force upon any one theater of war.
⁵ Regulars only. For territorial forces, extra reserves, etc., see study.
⁶ Total strength in ranks considered. The deductions which should be made for noncombatants are not accurately known. Laws for compulsory service exist and might be put into effect in war.
⁷ Japan forms a very large number of new organizations which are not considered here. Neither are the special troops in Formosa and elsewhere considered. The foot artillery mobilizes an additional number of heavy field guns, possibly 1 gun per thousand rifles.
⁸ Porto Rican Regiment and Philippine Scouts are excluded from this table.
⁹ The infantry in the Organized Militia is obtained by reducing all incomplete regiments to the standard organizations. Separate companies and cadet corps, etc., have not been considered.
The Organized Militia has no complete regiments of Cavalry. The figures are obtained by multiplying the number of troops by the troop fighting strength.
All batteries of the Organized Militia are included, although 6 batteries (24 guns) have not yet reached the stage where it is deemed expedient to issue modern material. Only a few batteries are organized into complete battalions and there are no regiments.
¹⁰ This assumes that organizations can be raised to the war strength. As a matter of fact trained men are not available for this purpose, and if they were clothing and equipments are not available for passing to the war strength.

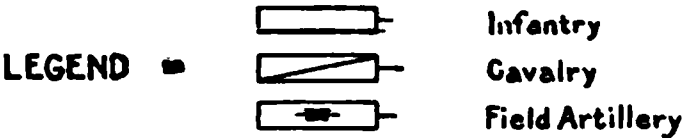
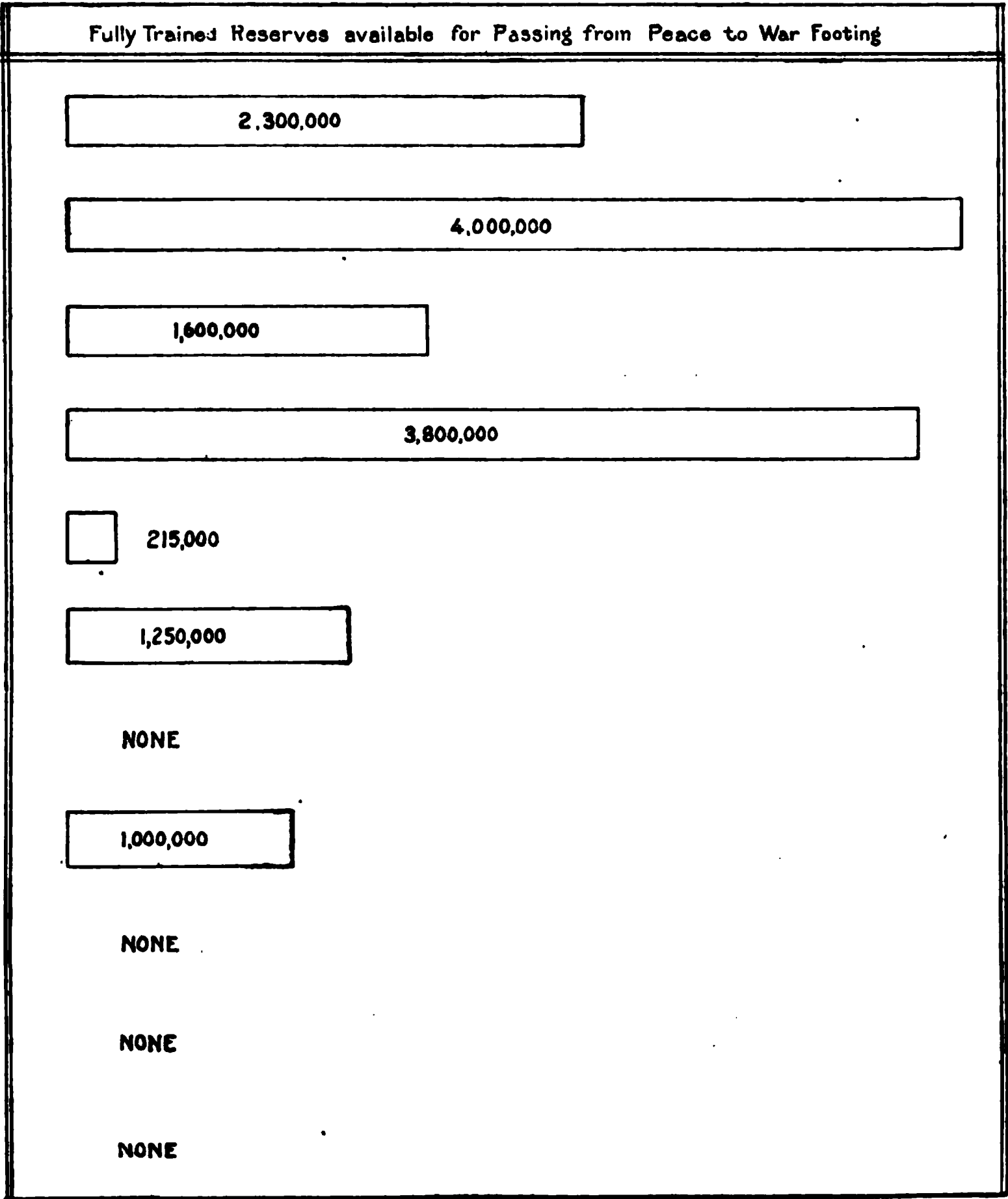
PEACE

Men				
FRANCE				379,640 75,510 76,419
GERMANY				404,765 73,368 69,735
AUSTRIA				194,123 47,541 33,012
RUSSIA				580,000 115,000 94,110
ENGLAND				151,261 20,716 34,649
ITALY				167,000 24,000 27,000
MEXICO				20,326 7,318 1,912
JAPAN				149,402 14,585 18,918
UNITED STATES		Regulars 27,370 13,540 5,456	Militia 97,035 4,167 4,565	Total 124,405 17,707 10,021
UNITED STATES (Regulars)				27,370 13,540 5,456
UNITED STATES (Militia)				97,035 4,167 4,565

The relative rank between the officers of the United States army and navy is as follows: General with Admiral; Lieutenant-General with Vice-Admiral; Major-General with Rear-Admiral; Brigadier-General with Commodore; Colonel with Captain; Lieutenant-Colonel with Commander; Major with Lieutenant-Commander; Captain with Lieutenant; First Lieutenant with Lieutenant (junior grade); Second Lieutenant with Ensign.

At the close of the fiscal year ending June 30, 1911, the number of sea coast guns in the United States mounted, ready for armament and under construction, were as follows. Guns mounted: 376 12-inch mortars; 105 12-inch guns, including 2 guns on hydraulic lifts; 133 10-inch guns; 65 8-inch guns; 503 rapid fire guns, one mounted temporarily. Ready for Armament: 2 12-inch guns and 13 rapid fire guns.

WAR



GUN SALUTES.

President of the United States, President of a Foreign Republic, Member of Royal Family and Ex-President of the United States, 21 guns; Vice-President of the United States and Ambassador of United States (in waters of country to which he is accredited), 19 guns; Secretary of the Navy, Cabinet Officer, Chief Justice, Governor-General of U. S. Islands, Governor of State, Territory, or U. S. Islands, President *pro tempore* of Senate, Speaker of

House of Representatives, Committee of Congress, Admiral of the Navy and General, 17 guns; Assistant Secretary of the Navy, Envoy Extraordinary, Vice-Admiral and Lieutenant-General, 15 guns; Minister Resident, or Diplomatic Representative, Rear-Admiral and Major-General, United States Army, 13 guns; Charge d'Affaires and Commodore, 11 guns; Consul-General, 9 guns; Consul, 7 guns; Vice-Consul, 5 guns.

(Continued from page 393.)

troops stationed in France is 31,292 officers and 603,364 men.

The organization of the maximum mobilization of France cannot be given with any degree of accuracy but it is estimated that the sum total of all trained men which she is able to mobilize amounts to about 3,000,000 men. The fighting strength of the three arms on *initial* mobilization would be about 518,000 infantry rifles, 59,250 cavalry sabres and 2,944 field guns. This estimate is a minimum.

Besides the above, there are about 49,500 colonial troops. About 14,500 of these are Europeans and the remainder natives. There are also about 3,723 Europeans and 8,254 natives in the forces at Madagascar.

Service with the Metropolitan Army is compulsory between the ages of 20 and 45. After serving with the colors for two years (all arms) the men pass into the reserve of the active army, in which they serve for 11 years, during which they are subject to two periods of instruction, one for 23 days, the other for 17 days. From the reserve of the active army the men pass to the "territorial army," in which they serve for 6 years, subject to one period of 7 days' instruction. The final service is with the "reserve of the territorial army"; this service is for 6 years; the men receive no training but are subject to muster.

GERMANY.

The German Army as now organized in peace consists of 23 army corps and 1 cavalry division, besides certain special troops, schools, recruiting stations, etc. While the cavalry divisions which would mobilize in war are not all formed in peace, there exist certain staffs for such divisions and they are assembled for instruction from time to time.

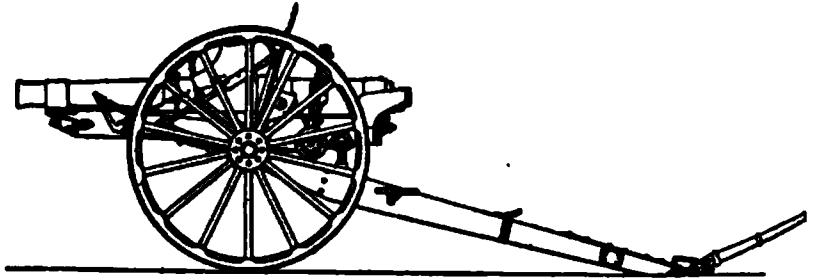
The total peace strength amounts to 622,320 officers and men. To these should be added from 10 to 12 thousand "Einjahrig-freiwilligers." These men serve for one year defraying their own expenses. The sum total of *trained* men which Germany is able to mobilize amounts to about 4,610,000. The estimated fighting strength of her *initial* mobilization is as follows: 962,000 infantry rifles; 79,200 cavalry sabres; 5,226 field guns. No German troops of the army proper serve outside the home country in time of peace. An estimate of the number of colonial troops places the number at 10,000 officers and men.

Service in the German army is compulsory between the ages of 17 and 45 and is divided into a number of categories. Service with the colors is three years with the cavalry and horse artillery and two years for other arms. After serving with the colors, the men pass into the reserve, in which they serve 4 years and 6 months or 5 years and 6 months according to the arm of the service. During this service the men of the reserve may be called out for two periods of training of 8 weeks each. In practice the majority of the reserve is seldom held longer than 28 days for each period. From the reserve the men pass into various other categories. Germany has more men annually arriving at the age of military service than she needs for duty with the colors. Somewhat over one million men annually present themselves, of whom a little more than 250,000 are actually drafted for duty with the colors.

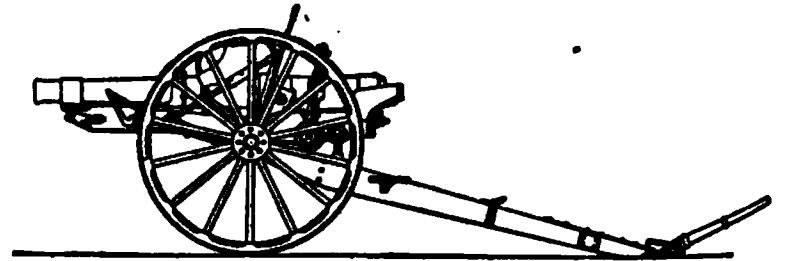
ITALY.

The Italian military system is complicated and is composed of the regular army, the mobile militia, and the territorial militia. The regular army as reorganized in 1910 comprises 12 army corps, 25 divisions, and 3 cavalry divisions in time of peace. Commanders and staffs for four armies exist in time of peace.

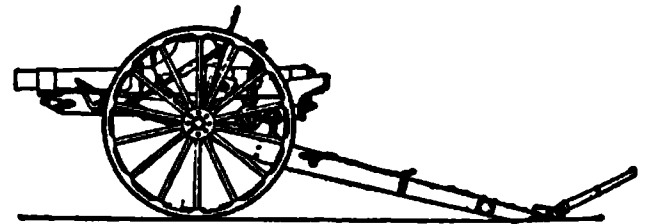
The total peace strength of the regular army in 1909-1910 was 13,942 officers and 274,467 men, but it is doubtful if more than 250,000 men were actually with the colors at any one time. On paper the number of men Italy would be able to mobilize amounts to



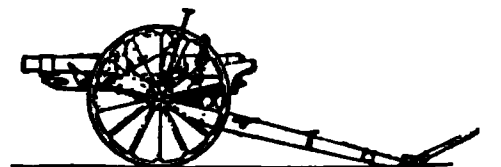
RUSSIA



GERMANY



FRANCE



AUSTRIA



ITALY



JAPAN



ENGLAND



U.S.

ARTILLERY OF PRINCIPAL NATIONS.

about 3,500,000 men. A conservative estimate would seem to be about 1,500,000 *fully trained* men. The complex system and the custom of giving indefinite leave to untrained men render it difficult to estimate Italy's strength accurately with respect to the number of fully trained men. The fighting strength of the three arms on *initial* mobilization would be: Infantry rifles, 300,000; cavalry sabres, 20,880; field guns (with probably an additional 162 heavy field guns manned by fortress artillery) 1,470. In addition, Italy maintains in her African possessions 132 officers and 4,530 trained men; of the latter 660 are Italians and the remainder natives.

Service is compulsory between the ages of 20 and 39. Service with the colors is nominally for 3 years, but as the budget is seldom sufficient many men are released with one or two years' training. These pass from the colors to a form of leave status in which they serve to complete a total period in the regular army of 8 or 9 years. They then pass into the mobile militia, from whence they go into the territorial militia. The men are subject to the call for instruction as follows: 30 days per year for the leave status and mobile militia; 30 days in 4 years for the territorial militia.

MEXICO.

There is no organization higher than the regiment in time of peace. The total peace strength is between 31,000 and 32,000. Mexico's war strength, aside from new organizations, may be reckoned at about 100,000 officers and men. In theory, service is compulsory. Actually, it is not, except, perhaps, for some of the lower and criminal classes.

JAPAN.

The rapid progress of Japan as a military nation, the secrecy maintained by her concerning reserves, territorial organizations, etc., as well as the system of training Japanese school children in the rudiments of drill and military discipline, makes it extremely difficult to make an accurate inventory of the Japanese military resources.

The division is the highest permanent organization in time of peace. There are, however, 11 generals and 22 lieutenant-generals, besides other officers, available for the command and staff of such armies as may be formed in war. There are 19 divisions organized in peace. There are 39 brigades, 4 cavalry brigades and 3 field artillery brigades. In addition there is one infantry brigade in Korea.

The peace strength of Japan is variously estimated and it is certain that it is *at least* 230,000 men. The fighting strength of the three arms follows: Infantry rifles, 228,000; cavalry sabres, 14,550; field guns (with possibly 228 heavy field guns in addition) 954. There are at least 1,000,000 *fully trained* reserves subject to call on mobilization.

RUSSIA.

It is difficult to make an entirely satisfactory résumé of the Russian Army due to the vast extent of Russia's territory, the internal condition of the nation, and the character of the countries adjoining her which make it necessary for her to maintain what amounts to three separate armies, namely, the Army of Europe and the Caucasus; the Army of Central Asia; the Army of Siberia and Eastern Asia. Then the troops are divided up into numerous categories, some of which are most unusual and about which there is little information that can be depended upon. For example, we find "active troops," "reserve troops," "2d reserve troops," and "fortress troops."

There are 31 army corps, with 56 divisions organized in peace, and 23 cavalry divisions. The total peace strength amounts to about 1,200,000 officers and men. The total number of trained men subject to call amounts to about 5,000,000. It is estimated that Russia could mobilize 2,000,000 *fully trained* men upon her European frontiers.

Military service in Russia is obligatory. Passing from service with the colors the men pass into various reserves but on account of their great variety no further statements can be given in a brief form.

THE UNITED STATES ARMY.

The United States Army consists, ordinarily, of the Regular Army but whenever the United States is invaded or is in danger of invasion from any foreign nation, or of rebellion against the authority of the Government of the United States, or the President is unable with the regular forces at his command to execute the laws of the Union, he may call into the military service of the United States, all or any part of the Organized Militia of the various States and the District of Columbia. In war, or when war is imminent, the Army of the United States, after the Organized Militia has been called into service, may be further augmented by the employment of volunteers.

Under the Act of Congress approved Feb. 14, 1908, the system of military control in the Army was reorganized. This act abolished the separate office of commanding general of the army and created the General Staff Corps, which under the direction of the Chief of Staff, is charged with the following

duties: To investigate and report on all questions affecting the efficiency of the Army and its state of preparation for military operations; to prepare projects for maneuvers; revises estimates for appropriations for the support of the Army and advises as to the disbursement of such appropriations; exercises supervision over inspections, military education and instruction, etc. and to perform such other military duties not otherwise assigned by law, as may from time to time be prescribed by the President.

On May 26, 1911, a general order of the War Department was issued by which the office of Chief of Staff was divided into four sections. 1. The Mobile Army. 2. The Coast Artillery Division. 3. The Division of Militia Affairs. 4. The Army War College.

The command of the Army rests with the constitutional commander-in-chief, the President, who may place all or part of the Army under commands subordinate to his general command. We have had but four

generals—Washington, Grant, Sherman and Sheridan. A General is supposed to command an army. An army is a large and organized body of soldiers, generally composed of infantry, cavalry and artillery, completely armed and provided with necessary stores, etc., and the entire force is under the direction of one general. The subdivision of the United States Army follows. An "army" is divided into two or more field armies, or corps, commanded by a Lieutenant-General. A "corps" is the largest tactical unit of a large army and is really a small army complete in itself in that it is usually organized with separate staff, infantry, cavalry and artillery regiments as well as auxiliary services. A "corps" is also any body or department of an army which is not detached but has its own organization and head, as the "Corps of Engineers," the "Signal Corps," etc. A corps is composed of two or more divisions, each under the command of a Major-General. Each "division" is composed of three brigades of infantry, a regiment of cavalry and a brigade (two regiments) of field artillery. The division is the great administrative and tactical unit and forms the basis of army organization. A "brigade" consists of three regiments of infantry and is commanded by a Brigadier-General. A cavalry brigade consists of two or more cavalry regiments. When acting independently, a regiment of horse artillery is attached to a cavalry brigade. A "regiment" which is both administrative and tactical is commanded by a Colonel and is divided into 12 companies. (The regiment at Porto Rico is composed of but 8 companies.) A regiment of cavalry is composed of 12 troops and a regiment of field artillery of 6 batteries. Two or more companies form a "battalion" commanded by a Major. The battalion is a tactical unit only. A "company," which is commanded by a Captain, is both administrative and tactical. Under the present law the number of enlisted men in a company, troop, etc., varies with the station, as follows: Philippine Islands, infantry 150 men, cavalry 100 men; Hawaii and Panama Canal Zone, infantry 72 men, cavalry 70 men; all companies not stationed as above, infantry 65

men, cavalry 65 men. There are 133 men in a battery of light and mountain artillery and 180 men in a battery of horse artillery. Each company of Coast Artillery consists of 104 enlisted men and each company of engineers of 159 men.

The Regular Army is officered: 1. By Graduates of the United States Military Academy. 2. By promotion of meritorious enlisted men of the army whose fitness for advancement is determined by a competitive examination. 3. By the appointment of civilians selected from the best cadet schools of the country.

The pay of officers in active service of the United States Army is as follows: Lieutenant-General, \$11,000; Major-General, \$8,000; Brigadier-General, \$6,000; Colonel, \$4,000; Lieutenant-Colonel, \$3,500; Major, \$3,000; Captain, \$2,400; First Lieutenant, \$2,000; Second Lieutenant, \$1,700. Officers below the rank of Brigadier-General receive ten per cent. on the yearly pay of the grade for each term of five years' service, not to exceed 40 per cent. in all. Thus the maximum pay of the Colonel is \$5,000; Lieutenant-Colonel, \$4,500, etc. Further, any officer below the rank of major required to be mounted receives \$150 per annum additional if he provides one suitable mount at his own expense, and \$200 if he provides two mounts. Furthermore, all officers serving outside of the United States except Porto Rico and Hawaii, receive ten per cent. increase in pay while so serving. The monthly pay of a private in artillery, cavalry, infantry and signal corps is \$15 for the first enlistment, \$18 for the second enlistment, etc., up to \$25 for the seventh enlistment.

The active strength of the army on June 30, 1912, including the Philippine Scouts, was 4,650 officers and 86,811 enlisted men, a total of 91,461 men. This total of 91,461 was made up as follows: Infantry (31 regiments), 1,540 officers and 29,138 enlisted men, cavalry (15 regiments), 747 officers and 13,645 enlisted men, field artillery (6 regiments), 243 officers and 5,328 enlisted men, coast artillery corps (170 companies), 702 officers and 17,957 enlisted men; corps of engineers (3 battalions), 188 officers and 1,822 enlisted men; signal



LOADING A DISAPPEARING GUN,
WHEN IT IS IN THE DEPRESSED
POSITION



FIRING A 12-INCH DISAPPEARING
GUN AT ONE OF OUR COAST
BATTERIES.

corps, 46 officers and 1,212 enlisted men; 7,084 enlisted men (casuals and recruits) at depots and en route to detachments; 18 general officers; Adjutant General's, Inspector General's; Judge advocate General's, Quartermaster's, Subsistence, Pay and Ordnance Departments, Medical Corps, Instructors at Military Academy, etc., 986 officers and 4,608 enlisted men; cadets at Military Academy, 481 (see Military Academy); 56 Indian Scouts; Philippine Scouts, 180 officers and 5,480 enlisted men. The 413 officers and 3,496 enlisted men in the Medical Corps is not counted as part of the enlisted strength of the Regular Army, although they are included in the above rating. There were on the retired list 1,017 officers and 3,424 enlisted men.

The term of enlistment in the regular service is three years. Any male citizen of the United States between the ages of 21 and 35 may be enlisted. Minors between the ages of 18 and 21 may be enlisted only with the consent of parents or guardians. All applicants must be able to read and write English, must be able-bodied, free from disease and of good character and temperate habits.

Under the Act of Congress of January 31, 1903, amended May 27, 1908, the militia consists of every able-bodied male citizen of the United States who is more than eighteen and less than forty-five years of age, and is divided into two classes—the organized militia or National Guard, and the remainder to be known as the reserve militia. It is entirely optional whether eligible citizens join the National Guard, but it is safe to say that this body of reserves is recruited from the best and most patriotic element of the population of the United States. Congress makes an appropriation each year for the support of the militia in the various States, and the States also contribute, hold and build armories, as the regiments are really intended to defend their own State primarily, although in time of war they furnish an excellently drilled body of volunteers. In nearly every city of any great size there is one or more armories, and in the smaller cities and towns

there are separate companies which have armories or drill halls. The militia in each state is divided into brigades, regiments, battalions and companies. Under the act of Congress above named the President of the United States has the power to call upon any of the military organizations of the States for national defense and when so called each man must yield prompt obedience to the order to escape trial by court-martial. The Organized Militia is, in short, subject to be ordered at any time into the service of the United States as a re-enforcement of the regular army and when so ordered are subject to the same rules and regulations as the regulars and receive the same pay, during service, as the regular army troops.

The strength of the organized militia, according to the latest report is 9,172 officers and 108,816 enlisted men, as follows: General officers and General Staff 2,051; engineers, 1,141 officers and men; cavalry, 4,226 officers and men; field artillery, 4,456; coast artillery, 7,100 officers and men; infantry, 95,356 officers and men; hospital corps, 2,281 officers and men; signal corps, 1,380 officers and men; grand aggregate, 117,988 officers and men.

The officers of higher grades are appointed by the Governor but the other officers, from Colonel down, are generally selected by ballot by the troops themselves.

The term of enlistment varies in different States from one to five years but in most States it is three years. In addition the term of re-enlistment also varies; some States provide for a certain term for the first enlistment and a smaller term of enlistment in subsequent enlistments.

The total number of males of militia age in the United States in 1910 was 20,473,684. The officers of all the volunteer forces which may be organized under the authority of Congress are selected from the following classes of persons: 1. Those who have served in the Regular Army. 2. Those who have served in any volunteer forces of the Organized Militia. 3. Those who have attended a military school or college.

CIVIL WAR STATISTICS.

The total number of enlistments in the army, navy and marine corps, during the Civil War, totaled 2,778,304 as follows: White troops of army, 2,493,366; sailors and marines, 105,963; negro troops, 178,975. Many men enlisted two or three times and are counted that number of times in the above rating. New York had 404,805 white troops, 4,125 negro troops and 39,920 sailors and marines; Pennsylvania had 315,017 whites, 8,612 negroes and 14,307 sailors and marines; Ohio had 304,814 whites, 5,092 negroes and 3,274 sailors and marines; Illinois had 255,057 whites, 1,811 negroes and 2,224 sailors and marines; Massachusetts had 122,781

whites, 3,966 negroes and 19,983 sailors and marines. Kentucky had the greatest number of negro troops, 23,703.

During the Civil War there were 4,142 officers and 62,916 enlisted men killed in action; 12,223 officers and 40,789 enlisted men who died of wounds received in action; 2,795 officers and 221,791 enlisted men died of disease; 106 officers and 4,838 enlisted men drowned; other known causes 290 officers and 7,472 enlisted men; causes not stated, 28 officers and 12,093 enlisted men, making a grand total of 9,584 officers and 349,944 enlisted men killed during the Civil War.

At the close of the fiscal year ending June 30, 1912, there were 165 garrisoned posts in continental United States, Alaska, Hawaii Islands and Porto Rico. United States: 103 forts, 28 sub-posts of forts, 10 barracks, 5 arsenals, 2 military prisons (Alcatraz, Cal.

and Ft. Leavenworth, Kans.), 3 general hospitals and the Springfield Armory. There were also 4 forts in Alaska: the Henry Barracks and the post at San Juan, Porto Rico; and the post at Panama Canal Zone; Hawaiian Islands; 3 fort barracks and 2 sub-posts of forts.



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THE SINEWS OF WAR.

Ten days' rations of the American Army compared with a locomotive and one of the 50,000 units that consume this enormous quantity of food. Only one of the meats or fish shown enter into the calculation, the rest represent the variety from which the soldier can make his choice.

THE UNITED STATES MILITARY ACADEMY.

Appointments. Each congressional district and Territory—the District of Columbia and also Porto Rico—is entitled to have one cadet at the academy. Each State is also entitled to have two cadets from the State at large, and 40 are allowed from the United States at large. The law, however, provides that for six years, from July 1, 1910, whenever any cadet shall have finished three years of his course at the academy his successor may be admitted. The appointment from a congressional district is made upon the recommendation of the Representative in Congress from that district, and those from a State at large upon the recommendation of the Senators of the State. Similarly the appointment from a Territory is made upon recommendation of the Delegate in Congress and that from the District of Columbia upon the recommendation of the Commissioners of the District. Each person appointed must be an actual resident of the State, District, or Territory from which the appointment is made. The appointments from the United States at large are made by the President of the United States. Appointments are required by law to be made one year in advance of the date of admission, except in cases where by reason of death or other cause, a vacancy occurs which cannot be provided for by such appointment in advance. These vacancies are filled in time for the next ex-

amination. Two alternates are usually named for each candidate nominated and the alternate making the highest average is entitled to admission in case of the failure of the candidate.

Examinations: Examinations are held on the last Tuesday in April of each year before a board of army officers to be convened at such places as the War Department may designate. Candidates must appear for the physical and mental examination before such board.

No candidate is admitted who is under 17 or over 22 years of age or less than 5' 4" in height at the age of 17, 5' 5" at the age of 18 and upward, or who is deformed, or afflicted with any disease or infirmity which would render him unfit for military service.

Pay. The pay of a cadet is \$600 per year and one ration per day, the total being \$709.50. No cadet is permitted to receive money or any other supplies from home without the sanction of the superintendent.

After graduation a cadet may be promoted and commissioned to the grade of second lieutenant in any arm or corps of the Army in which there may be a vacancy and if there is no vacancy he may be commissioned as an additional second lieutenant, with the nominal pay of a second lieutenant, until a vacancy occurs.



THE NEW ARMY GUN FOR
AIR-CRAFT.



RANGE FINDING
TOWER.



TYPICAL VIEW OF A COAST-DEFENSE BATTERY.

Observers at Stations B¹ and B², which may be a mile or more apart, note the angles made by the lines to enemy's ship and the base line. These angles are telephoned to the plotting room, where the exact position of the ship and the corresponding elevation for the guns are determined. This elevation corrected for wind tide, etc. is telephoned to the guns.

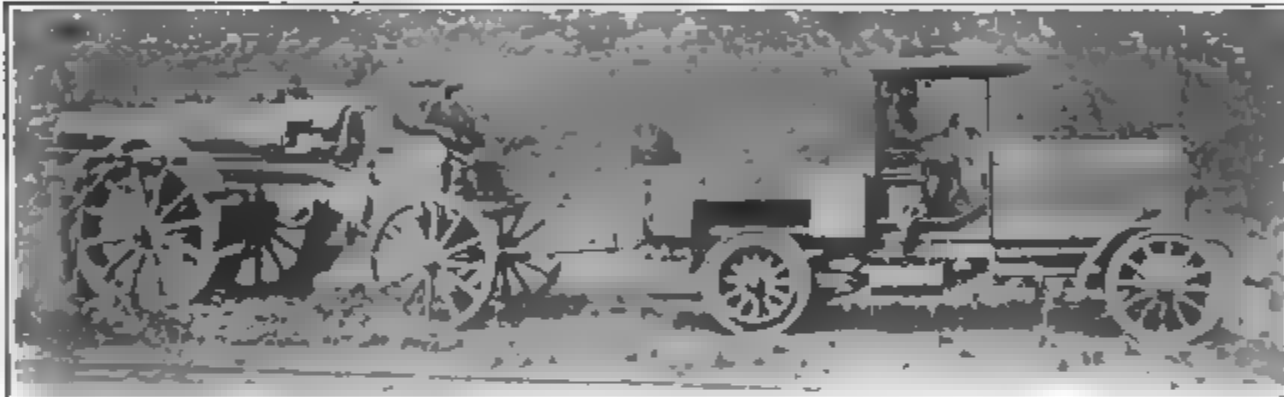
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THE MONROE DOCTRINE.

The Monroe Doctrine was formulated by President Monroe in 1823, in agreement with Great Britain and in opposition to the designs of the Holy Alliance, which contemplated the partition of South America among the European Powers. President Monroe said:

"In the discussions to which this interest has given rise, and in the arrangements by which they may terminate, the occasion has been judged proper for asserting as a principle in which the rights and interests of the United States are involved, that the American continents, by the free and independent condition which they have assumed and maintain, are henceforth not to be considered as subjects for future colonization by European Powers. * * * We owe it, therefore, to

candor and to the amicable relations existing between the United States and those powers to declare that we should consider any attempt on their part to extend their system to any portion of this hemisphere as dangerous to our peace and safety. With the existing colonies or dependencies of any European Power we have not interfered and shall not interfere. But with the governments who have declared their independence and maintain it, and whose independence we have on great consideration and on just principles acknowledged, we could not view any interposition for the purpose of oppressing them or controlling in any other manner their destiny, by any European power, in any other light than as the manifestation of an unfriendly disposition toward the United States.



THE MORTAR ON ITS CARRIAGE HAULED BY AN AUTOMOBILE.
THE LATTER CARRIES THE AMMUNITION.

DEPARTMENT OF WAR.

The Secretary of War is the head of the War Department and exercises personal supervision of all business relating to the military service. He performs such duties as are required of him by law or may be enjoined upon him by the President, and directs the management of all the bureaus, divisions and officers embraced in the department. Has supervision of the United States Military Academy at West Point and of military education in the Army.

The principal duties of the General Staff Corps are given under the United States Army, page 397.

DIVISION OF MILITIA AFFAIRS.

The Division of Militia Affairs is vested with the transaction of business pertaining to the organized and unorganized militia of the United States, its jurisdiction embracing all administrative duties involving the armament, equipment, discipline, training, education and organization of the militia.

MILITARY BUREAUS.

The Adjutant General is charged with the duty of recording, authenticating, and communicating to troops and individuals in the

military service all orders, instructions, and regulations issued by the Secretary of War, of managing the recruiting service; pension and other business connected with the Volunteer Armies.

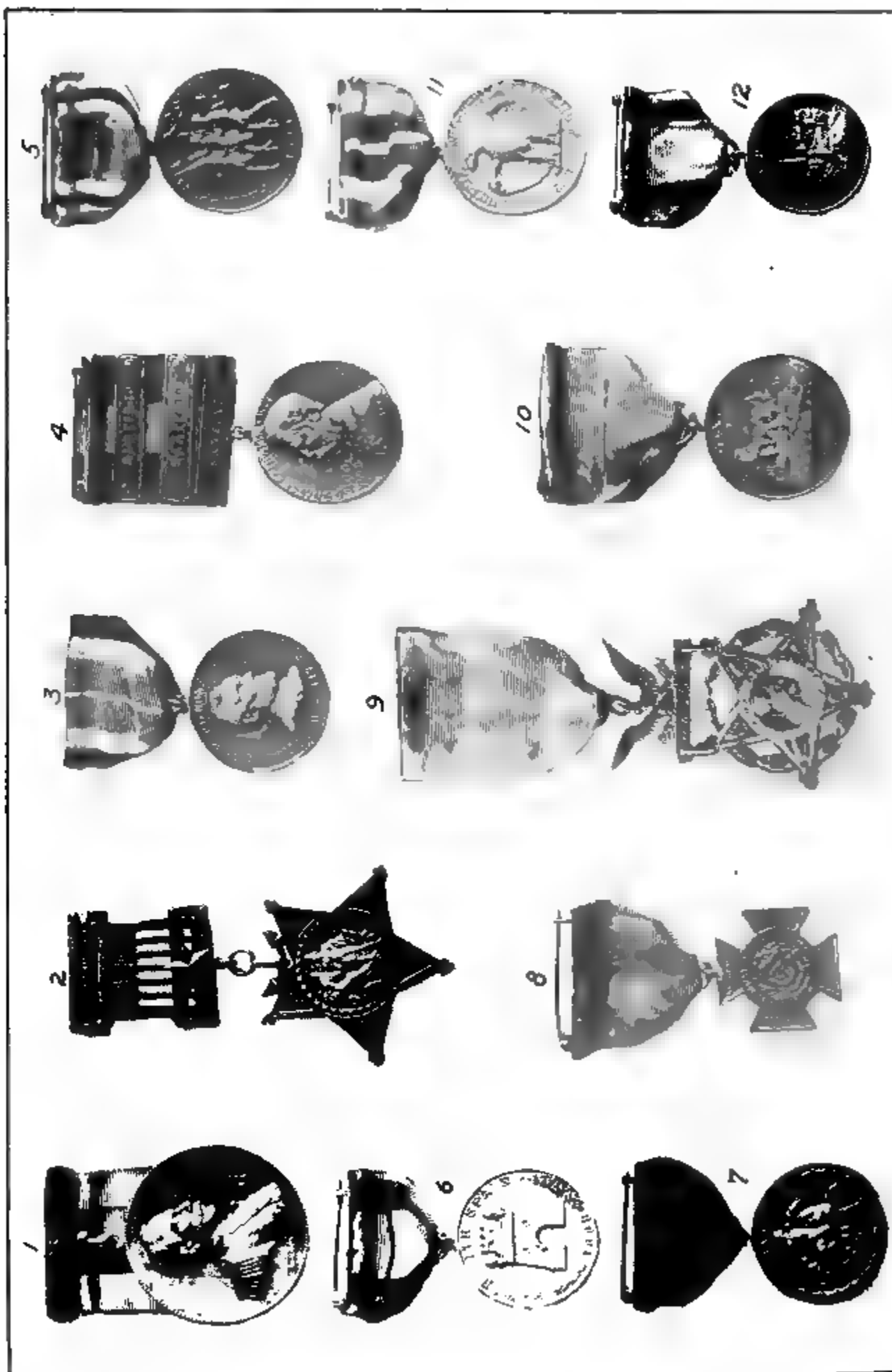
The Inspector-General inspects all military commands and stations, schools, fortifications, arsenals, armories, etc., under charge of or carried on by officers of the Army.

The Quartermaster-General provides transportation for the Army; also clothing and equipage, horses, mules, etc., for the Army and militia; pays guides, spies and interpreters; is in charge of national cemeteries.

The Corps of Engineers is charged with duties relating to the construction and repair of fortifications, works of defense, military roads and bridges, etc.

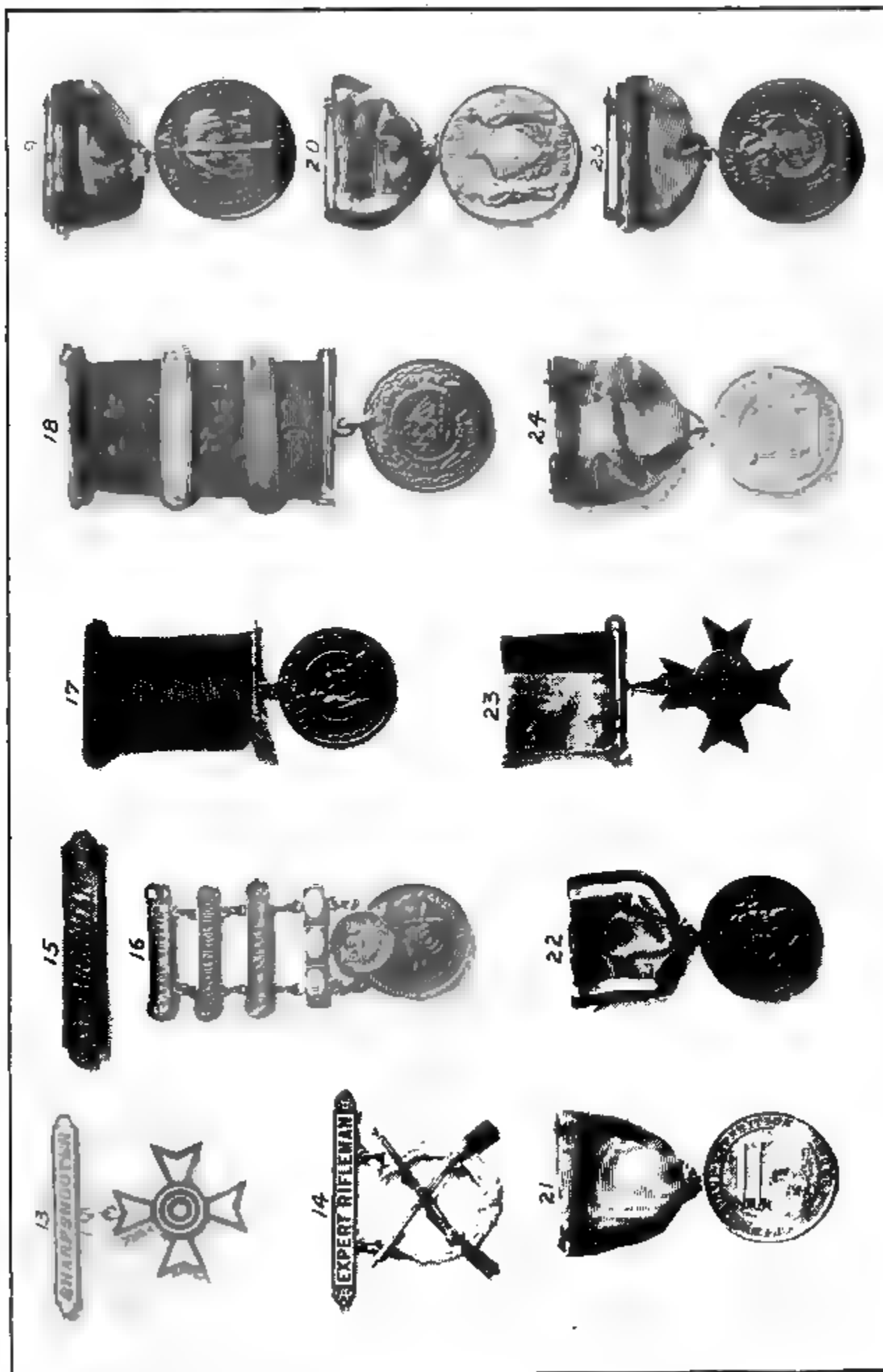
The Ordnance Department provides, preserves, distributes, and accounts for every description of artillery, small arms and all the munitions of war which may be required for the fortresses of the country, the armies in the field, and the whole body of militia.

The Chief Signal Corps Officer is charged with the supervision of all military signal duties, including telegraph and telephone apparatus and the necessary meteorological instruments for use on target ranges and other military uses, and all other duties pertaining to military signaling, including aeroplanes.



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THE MEDALS OF THE ARMY AND NAVY.



THE MEDALS OF THE ARMY AND NAVY.

MEDALS OF HONOR.

The Medal of Honor for the Navy (No. 2), which was made available by the Act of Congress, approved December 21, 1861, is bestowed upon such petty officers, seamen, landsmen and marines as should distinguish themselves by their gallantry in action or other seamanlike qualities, during war. It consists of a bronze five-pointed star, the points terminating in trefoil with a wreath of oak and laurel contained in each ray. In the center, within a circle of thirty-four stars, America is represented as Minerva vanquishing Discord. The star is mounted on an anchor and suspended from a silk ribbon of red and white stripes, arranged vertically below a field of blue.

The Medal of Honor for the Army (No. 9) is made in silver, heavily electro-plated in gold. It consists of a five-pointed star and in the center appears the head of Minerva. Surrounding this central feature, arranged in circular form, are the words "United States of America," representing nationality. The medal is suspended by a light blue watered-silk ribbon spangled with thirteen white stars representing the original States, and is attached to an eagle clasp supported on a horizontal bar, upon which appears the word "Valor."

GOOD CONDUCT MEDALS.

There are many men in the Naval Service, although they may never have attracted sufficient attention to warrant the Medal of Honor, who are well worthy of recognition by virtue of their long and faithful service; for these thoroughly efficient sailors there is also a reward known as the Good Conduct Medal. The first issue of this Medal was in 1870 (No. 23). This was recalled in 1888, and the present style adopted (No. 18). In the center of the new Medal is an old warship with the word "Constitution" beneath. This is suspended by a red ribbon.

In 1910 a Medal similar to that of the Navy was adopted by the Marine Corps for the reward of Good Conduct in the service (No. 17), except that there was a slight change made in the central figure and a change in the wording to suit this corps.

BADGES FOR PROFICIENCY IN SMALL ARMS PRACTICE.

For proficiency in the annual practice with rifles and revolvers the Army and Marine Corps award a similar set of distinguishing badges. In rifle practice the first badge is that of Marksman (No. 15), which requires the qualifying of the participant with 60 per cent., for slow, rapid and skirmish fire at 200, 300, 500 and 600 yards. The Sharpshooter's Badge (No. 13) is presented to those who qualify with a similar percentage at 800 and 1,000 yards (slow fire) and rapid fire at 500 yards. For the Expert Rifleman's Badge (No. 14) the candidate must secure 68 per cent. at slow, timed and skirmish fire at 200, 300, 600 and 1,000 yards.

In the Navy the grades are corresponding, although shorter, and include revolver practice as well. The Navy issues but one Medal (No. 16), the Sharpshooter's Medal, to which bars are attached for further distinction.

SPECIAL LEGENDS.

The Certificate of Merit Badge (No. 11); issued to officers and men of the Army for meritorious service. The ribbon is composed of two bands of red, white and blue, separated by a narrow white stripe.

The Philippine Congressional Medal (No. 5); issued to volunteer officers and men who served beyond their enlistment with the Army in the Philippines. The ribbon is composed of a broad band of blue with a narrow white stripe separating it from narrow stripes of red, white and blue on either edge.

The Civil War Campaign Badge (No. 3); issued to officers and men for service in the United States Army in the Civil War. The ribbon is composed of two bands of red, white and blue; the red on the outside and the blue stripes separated by a narrow stripe of red. (No. 10), issued to those of the Navy and Marine Corps who served during the Civil War. The ribbon is blue and gray.

The Indian Wars Campaign Badge (No. 7); issued to those who served in the Army in the campaigns against the Indians. The ribbon is bright red with a darker stripe of red on either edge.

The Spanish-American War Campaign Badge (No. 6); issued to those who served in the Army in the Spanish War, in Cuba, Porto Rico or the Philippines. The ribbon is composed of a broad band of yellow, between two bands of red, with a narrow border of blue on either edge. (No. 12), issued to officers and men of the Navy and Marine Corps who served in Cuban, Porto Rican or Philippine Waters during the Spanish War. The ribbon is yellow with two stripes of red.

The Philippine Insurrection Campaign Badge (No. 19); issued for duty with the Army in the Philippines and for service with the several expeditions against the natives. The ribbon is composed of a broad blue band between two bands of red with a narrow stripe of blue on either edge.

The China Relief Expedition Badge (No. 25); issued for service ashore in China with the Peking Relief Expedition. The ribbon is a broad band of yellow edged with blue. (No. 21), issued to those who served in the Navy and Marine Corps in Chinese Waters or ashore during the Boxer Uprising. The ribbon is yellow with a narrow black band near each edge.

The Dewey Congressional Medal (No. 1); issued to members of the Navy or Marine Corps who served with the Asiatic Squadron at Manila. The ribbon is composed of a yellow band with a blue band on either side.

The West Indies Campaign Medal (No. 4); issued for service during the West Indies Campaign in the Navy and Marine Corps. The ribbon is composed of three bands, the central one blue and the outside ones red. (No. 8), issued for specially meritorious service during the West Indies Campaign other than in battle, to officers and men of the Navy and Marine Corps. The ribbon is red.

The Philippine Campaign Badge (No. 24); issued to members of the Navy and Marine Corps who served in that campaign. The ribbon is red with a yellow band in the center.

The Cuban Pacification Badge (No. 22); issued to officers of the Navy and Marine Hospital Corps who served in Cuba. The ribbon is similar to that of the Army for this campaign (No. 20); olive drab, with red white and blue borders.

PASSPORTS.

Passports are required for entrance into Russia, Turkey and the Balkan countries, and must be visaed by diplomatic or consular representatives of those countries. There are no such representatives of the Balkan States in the United States and passports for those countries should be visaed by their diplomatic or consular representatives elsewhere. Passports may be required in other countries of persons making a prolonged stay, especially if they reside in boarding houses or rented apartments, but they are often valuable in the securing of registered mail, admissions to certain galleries, etc., which are normally closed to the public. Passports are issued by the Secretary of State. An American abroad may make his application before an American diplomatic or consular officer, who will forward it to the department. The fee for a passport is \$1.00. This amount in currency or postal order should accompany each application made by a citizen of the United States. The orders should be made payable to the Disbursing Clerk of the Department of State. Drafts or checks are not accepted. A person who is entitled to receive a passport, if in the United States at the time, must make a written application in affidavit form to the Secretary of State. Application must be made by the person to whom the passport is to be issued, and signed by him, as one person cannot apply for a passport for another. The affidavit must be attested by an officer authorized to administer oaths, and an official seal must be affixed, or his official character must be authenticated by a certificate of the proper legal officer. The applicant must take the oath of allegiance to the Government of the United States. The oath is on the application blank. The application must be accompanied by a description of the applicant. Full data for these questions are provided on the blank. There are a number of different forms. There is one for a native citizen, one for the naturalized citizen, and one for a person claiming citizenship through the naturalization of husband or parent. In asking for a blank it should be specified which form is desired. A woman's application must state whether she is married or not, and a married woman must state whether her husband is a native or a naturalized citizen. A passport expires two years from the date of issue, but it may be extended for two years by a diplomatic or consular officer of the United States, if presented when it is about to expire. Applications for passports from naturalized citizens must be accompanied by a certificate of naturalization.

When the applicant is accompanied by his wife, minor children and a servant, to be entitled to receive the passport it is sufficient to state the fact, giving the respective ages of the children and the allegiance of the servant, then one passport will suffice for all. For any other person in the party a separate passport will be required. The woman's passport may include her minor children and servant under the above-named conditions. It should be noted, however, that the term "servant" does not include a governess, tutor, pupil, companion or person holding like relations to the applicant for passport. Professional or other titles will not be inserted in the passports. This information is obtained from the circular

entitled, "Rules Governing the Granting and Issuing of Passports in the United States," which will be sent with the blank on application. It takes only a few days to obtain a passport. The intervention of those who make a business of securing passports is entirely unnecessary. The blank is very simple and only requires the filling out of the important details, such as the description of the applicant, the taking of the oath of allegiance before a

WORDING OF PASSPORT.

Good only for two years from date.

(Coat of Arms).

UNITED STATES OF AMERICA.

Department of State.

To all to whom these presents shall come, Greeting: I, the undersigned, Secretary of State of the United States of America, hereby request all whom it may concern to permit

.....
a Citizen of the United States
..... Safely..
and freely to pass and in case of need to give
..... all lawful Aid and Protection.

(SEAL of
the Depart-
ment of
State.)

Given under my hand and the
Seal of the Department of
State, at the City of Washing-
ton, the day of
..... in the year 1910,
and of the Independence of
the United States the one
hundred and thirty-fourth.

(Signature of the Secre-
tary of State.)

Description,

Age..... Years.....
Stature..... Feet..... Inches Eng.
Forehead.....
Eyes.....
Nose.....
Mouth.....
Chin.....
Hair.....
Complexion.....
Face.....

Signature of the Bearer.

No.....

Note.—The Department of State has refused to grant permission to reproduce a real Passport, hence this, rather insufficient substitute.

notary public or other officer who is entitled to take similar oaths, and the application must be signed by a credible witness. Some concerns make a business of obtaining passports at a fee of from \$2.00 to \$5.00, but with the instructions given in this book and the rules given in the circular sent, their services are entirely unnecessary. Information revised by officials of the Department of State on May 13, 1912.

THE NOBEL PRIZES.

The Nobel Foundation is based upon the last will and testament of Dr. Alfred Bernhard Nobel, engineer and inventor of dynamite, dated December 27, 1895, the stipulations of which, respecting this fund, are as follows:

"The rest of my fortune, that is, the capital realized by my executors, is to constitute a fund, the interest of which is to be distributed annually as a prize to those who have in the course of the previous year rendered the greatest services to humanity. The amount is to be divided into five equal parts, one of which is to be awarded to the person who has made the most important discovery in the domain of physical science; another to the one who has made the most valuable discovery in chemistry or brought about the greatest improvement; the third to the author of the most important discovery in the field of physiology or medicine; the fourth to the one who has produced the most remarkable literary work of an idealistic tendency, and finally the fifth to the person who has done the best or the most in the cause of the fraternity of nations, for the suppression or the reduction of standing armies as well as for the formation and propagation of peace congresses. The prizes will be awarded for physics and chemistry by the Swedish Academy of Sciences; for works in physiology and medicine by the Caroline Institute of Stockholm; for literature by the Stockholm Academy, and finally for the service in the

cause of peace by a committee of five members of the Norwegian Storting. It is my express desire that the benefits of the foundation are to be open to all nationalities and sexes and that the prize be awarded to the one most worthy, whether Scandinavian or not."

Each prize amounts to about \$40,000, and the corporation designates a "Comité Nobel" composed of three or five members for each section, with headquarters at Christiania, Norway.

As expressed in the will no consideration is paid to the nationality of the candidate, but it is essential that every candidate shall be proposed in writing by some qualified representative of science, literature, etc., in the chief countries of the civilized world, such proposals to reach the Committee before the first of February in each year, the awards being made on the following 10th of December, the anniversary of Mr. Nobel's death.

The first distribution of prizes took place in 1901 and including the awards of 1912 only three prizes have been awarded to Americans: 1906, Prof. A. A. Michelson, Physics; 1906, Theodore Roosevelt, Peace; 1912, Dr. Alexis Carrel, Medicine. The following awards were made in 1912: Physics, Gustav Dalen, Swede; Medicine, Dr. Alexis Carrel, American; Chemistry, Prof. Grignard and Prof. Sabatier, French; Literature, Gerhart Hauptmann, German; Peace, No award.

THE HALL OF FAME.

"The Hall of Fame for Great Americans" is the name of an open colonnade attached to the Library of the University of the City of New York, on University Heights in New York city, Borough of the Bronx, in which are inscribed on bronze tablets the names of famous American men and women. Nominations for the honor are made by the public and are submitted to a committee of 100 eminent citizens. In the case of men fifty-one votes are required and in the case of women forty-seven. The first balloting took place in October, 1900, when the following were chosen:

George Washington.	Joseph Story.	William E. Channing.	Emma Willard.
Abraham Lincoln.	John Adams.	Gilbert Stuart.	Maria Mitchell.
Daniel Webster.	Washington Irving.	Asa Gray.	Chosen in 1910.
Benjamin Franklin.	Jonathan Edwards.	Chosen in 1905.	Harriet Beecher Stowe.
Ulysses S. Grant.	Samuel F. B. Morse.	John Quincy Adams.	Oliver Wendell Holmes.
John Marshall.	David G. Farragut.	James Russell Lowell.	Edgar Allan Poe.
Thomas Jefferson.	Henry Clay.	William T. Sherman.	Roger Williams.
Ralph W. Emerson.	Nathaniel Hawthorne.	James Madison.	James Fenimore Cooper.
H. W. Longfellow.	George Peabody.	John G. Whittier.	Phillips Brooks.
Robert Fulton.	Robert E. Lee.	Alexander Hamilton.	William Cullen Bryant.
Horace Mann.	Peter Cooper.	Louis Agassiz.	Frances E. Willard.
Henry W. Beecher.	Eli Whitney.	John Paul Jones.	Andrew Jackson.
James Kent.	John J. Audubon.	Mary Lyon.	George Bancroft.
			John Lothrop Motley.

SALARIES OF OFFICIALS OF THE FEDERAL GOVERNMENT.

The Executive: President, \$75,000; Vice-President, \$12,000; Cabinet Officers, \$12,000; Assistant Secretaries, \$5,000, including Assistant Secretary of Navy, Treasury Department: Treasurer of United States, \$8,000; Comptroller of Treasury, \$6,000; Commissioner of Internal Revenue, \$6,000; War Department: Chief of Staff, \$8,000; Adjutant General, \$6,000; Inspector, Judge Advocate, Quartermaster, Commissary, Surgeon and Paymaster-Generals, \$6,000; Navy Department: President General Navy Board, \$13,500; President Naval Examination Board, \$8,000; Post-Office Department: Assistant Postmaster General, \$5,000; Interior Department: Commissioner of Education, Land Office, Pensions, Indian Affairs and Patents, \$5,000; Department of Justice: Assistant Attorney General, \$5,000. Department Agriculture: Chief, Weather Bureau, \$3,000; Chief Forest Service, \$5,000; Department of Commerce and Labor: Commissioner Corporations, Labor, Light-House Bureau and General Immigration, \$5,000; Director of Census, \$6,000; Commissioner Fisheries, \$6,000. The members of the Interstate Commerce Commission receive \$10,000.

The Legislative: Senators and Representatives in Congress receive \$7,500, and 20 cents per mile to and from seat of Government.

The Judiciary: The Chief Justice of the United States receives \$15,000; Associate Justices, \$14,500.

CHAPTER XV.

NAVIES OF THE WORLD.

*To The Editor of the Scientific American,
While peaceful means of settling all
International controversies are desired,
The World, Prudence, and Patriotism
Demand that the United States
Maintain a navy commensurate
with its wealth and dignity.*

Oct 27 1911

John D. Taft

LETTER FROM PRESIDENT TAFT, COMMANDER-IN-CHIEF
OF THE UNITED STATES NAVY.

THE NEW "EYES" OF THE MAN BEHIND THE MAN BEHIND THE GUN.

Aeronautics has developed in such a remarkable manner in the last few years that it is impossible to surmise when or where progress will be arrested. At the present time the aeroplane can be used to extend the range of vision of the fleet, but when operating beyond the sight of its base, parent ship, or landmarks, it is hampered for scouting purposes by lack of navigational facilities for the determination of course and position. It is very probable that these will come, and with them also come a vast increase in the value of the aeroplane as a naval scout. As a station from which to observe and correct the fall of shot the aeroplane will be of service, particularly where long range, indirect, high-angle firing is used as in case of a bombardment. Here, however, the question of communication is seriously involved, as much depends on the prompt and accurate transmission of information. Steady progress is being made in the development of wireless which gives promise of meeting all the requirements of the situation, and which will insure the efficiency of the aeroplane for the purposes of spotting, as above outlined. The hydræroplane, which is an American development, and which may be launched from a vessel, and alight in the water alongside on the return from a trip aloft, further increases the possibility of the aeroplane as a naval adjunct.—Thomas T. Craven, Lieutenant Commander, U. S. N. Director of Target Practice and Engineering Competitions. (Page 414.)

SEA STRENGTH.
SHIPS.
TABLE I.—VESSELS BUILT.

	Battle- ships, Dread- nought type. ¹	Battle- ships. ²	Battle cruis- ers. ³	Ar- mored cruis- ers.	Cruis- ers. ⁴	De- stroy- ers.	Tor- pedo boats.	Subma- rines.	Coast defense vessels. ⁵
England.....	16	40	8	34	⁶ 74	⁶ 144	49	70	0
Germany.....	11	20	3	9	39	118	9	26	3
United States.....	8	24	0	11	15	42	19	23	4
France.....	0	20	0	20	10	78	157	75	2
Japan.....	2	13	0	13	14	58	54	13	2
Russia.....	0	8	0	6	9	98	14	31	2
Italy.....	1	8	0	9	5	24	48	18	0
Austria.....	2	6	0	3	4	12	40	6	6

¹ Battleships having a main battery of all big guns (11 inches or more in caliber).

² Battleships of (about) 10,000 tons or more displacement, and having more than one caliber in the main battery.

³ Armored cruisers having guns of largest caliber in main battery and capable of taking their place in line of battle with the battleships. They have an increase of speed at the expense of carrying fewer guns in main battery, and a decrease in armor protection.

⁴ Includes all unarmored cruising vessels above 1,500 tons displacement.

⁵ Includes smaller battleships and monitors. No more vessels of this class are being proposed or built by the great powers.

⁶ Includes vessels of colonies.

TABLE II.—VESSELS BUILDING OR AUTHORIZED.

	Battle- ships, Dread- nought type.	Battle cruisers.	Cruisers.	Destroy- ers.	Torpedo boats.	Subma- rines.
England. ¹	11	² 2	³ 14	³ 40	0	³ 16
Germany. ²	6	3	4	12	0	⁴ 6
United States.....	5	0	0	14	0	23
France.....	7	0	0	8	0	20
Japan. ⁵	1	4	0	2	0	2
Russia. ⁶	7	4	2	9	0	8
Italy.....	7	0	2	11	21	2
Austria.....	2	0	3	6	12	7

¹ England has no continuing shipbuilding policy, but usually lays down each year 4 or 5 armored ships with a proportional number of smaller vessels.

² Includes vessels of colonies.

³ Germany has a continuing shipbuilding program, governed by a fleet law authorized by the Reichstag. For 1913 there are authorized 2 battleships, 1 battle cruiser, 2 cruisers, 12 destroyers. Eventual strength to consist of 41 battleships, 20 armored cruisers, 40 cruisers, 144 destroyers, 72 submarines.

⁴ \$4,760,000 authorized for experiments and further construction.

⁵ \$78,837,566 authorized to be expended from 1911 to 1917 for the construction of war vessels.

⁶ Russian shipbuilding program provides for the completion by 1918 of 4 battle cruisers, 8 small cruisers, 26 destroyers, and 18 submarines. Four battle cruisers and two cruisers have been contracted for and are included in the above table.

UNITED STATES NAVAL ENLISTMENT

The term of enlistment of all enlisted men in the Navy is four years, except for minors under eighteen, who enlist with the consent of parents or guardian. Minors over the age of eighteen may be enlisted without the consent of parents or guardian, but must furnish written statement as to their age. Every person must pass the physical examination prescribed in the medical instructions. Only American citizens of good character who may reasonably be expected to remain in the service are enlisted, and every applicant must be able to read and write English and must take the oath of allegiance. No person under the age of seventeen can be enlisted.

PERSONNEL.

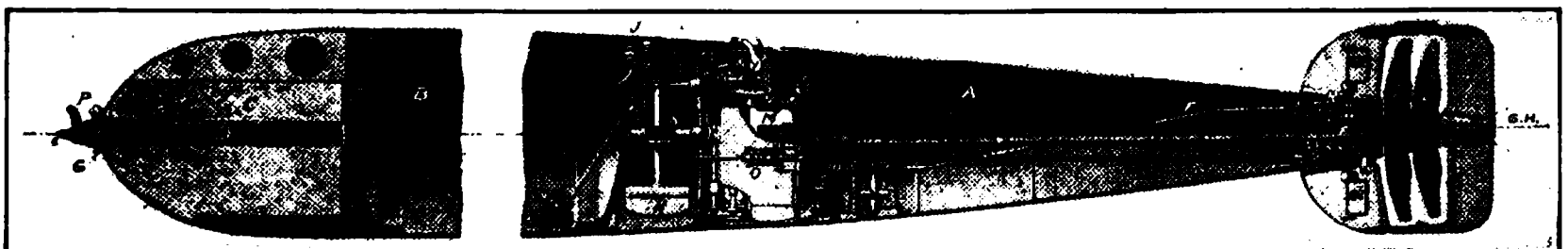
TABLE III.

Rank.	England.	France.	Germany.	Japan.	United States.
Admirals of the fleet.....	3	.....	2	1	¹ 1
Admirals.....	12	.....	5	7	.....
Vice admirals.....	22	15	12	17	.....
Rear admirals.....	55	30	21	45	² 26
Captains and commanders...	644	360	351	292	211
Other line officers.....	2, 473	1, 467	1, 811	1, 818	1, 553
Midshipmen at sea.....	558	60	398	154	0
Engineer officers.....	872	505	529	683	.....
Medical officers.....	593	³ 390	322	⁴ 368	347
Pay officers.....	685	211	259	341	231
Chaplains.....	139	.....	28	.....	24
Warrant officers.....	2, 675	⁵ 2, 445	2, 615	1, 520	856
Enlisted men.....	115, 079	55, 760	60, 920	42, 043	48, 816
Marine officers.....	457	.....	170	.....	316
Enlisted men (marines).....	⁶ 20, 943	.....	⁷ 5, 826	.....	9, 866
Total.....	145, 210	61, 243	73, 269	47, 289	62, 247

¹ The Admiral of the Navy.² The United States now has, temporarily, as extra numbers, due to promotion for war service, and to officers restricted by law to engineering duty only on shore only 8 flag officers, 20 captains, 9 commanders, 6 lieutenant commanders, and 1 lieutenant.³ Includes pharmacists and apothecaries.⁴ Includes 3,130 men of the Coast Guard.⁵ Includes pharmaceutical officers.⁷ Marine infantry and seaman artillery.⁶ Includes adjutants, premier maitres, and maitres of all branches.

RELATIVE ORDER OF WARSHIP TONNAGE.

Present order (tonnage completed).		As would be the case if vessels now building were completed.	
Nation.	Tonnage.	Nation.	Tonnage. ¹
Great Britain.....	2, 007, 247	Great Britain.....	2, 483, 545
Germany.....	865, 984	Germany.....	1, 133, 878
United States.....	763, 132	United States.....	929, 351
France.....	627, 787	France.....	807, 717
Japan.....	471, 962	Japan.....	616, 528
Russia.....	286, 930	Russia.....	595, 807
Italy.....	224, 837	Italy.....	413, 882
Austria.....	198, 159	Austria.....	260, 751

¹ Estimated.

A PRESENT DAY MODIFIED WHITEHEAD TORPEDO. (Page 424.)

THE IMPORTANCE OF THE COMMAND OF THE SEA.

BY ALFRED T. MAHAN

Rear Admiral, U. S. N. (Retired).

The existing contest between Italy and Turkey, confined as it is to the sea and to the possession of Tripoli, has a double interest. It illustrates on the one hand the gradual, yet perpetual, process by which a higher civilization impinges upon a lower; that is, upon one that is lower in virile efficiency, however in some instances it may have been higher in acquired material comfort, or even in literary and artistic achievement. This tendency can neither be regulated by law, nor brought to the bar of law, without injury to the progress of the world toward better universal conditions, to which end it is essential that the efficient supplant the inefficient. On the other hand this collision illustrates the importance of the command of the sea. This also, it should be noted, has been incidental and determinative in the progress of the world. Through having this command, Italy thus far has been able to localize the land fighting in Tripoli, and probably can continue to do so; to the great relief of her own resources, and that of a watching and anxious Europe.

It is to this second consideration that I am here limited by my subject—"The Importance of the Command of the Sea"—with a somewhat special reference to that importance as touching the United States. The United States in her turn, after having achieved national efficiency, by the quenching of internal discord in a bitter and bloody contest, has found herself compelled inevitably into the same path of seeming aggression upon less efficient social and political communities; to bear her part of "the white man's burden," as it has been styled. For in essence this process is not one of aggrandizement, but of responsibility; responsibility not to law, which always lags behind conditions, but to moral obligation entailed by the particular circumstances of the moment of action.

This moral side of the question is not irrelevant to the military one of the importance of commanding the

sea; for granting the end—the moral obligation—the means, if not themselves immoral, follow as a matter of course. Of such means, command of the sea is one. Napoleon said that *morale* dominates war; and it is correspondingly true that a sense of right powerfully reinforces the stability of national attitude and the steadfastness of national purpose. If we have been right, morally, step by step, in the forward march of the past few years, we are morally bound to sustain the position attained, by measures which will provide the necessary means. Of these an adequate navy is among the first; probably, in our case, the chief of all.

Here, as always, it is necessary to recur to experience—to the past—in order to comprehend the present and to project the future. Why do English innate political conceptions of popular representative government, of the balance of law and liberty, prevail in North America from the Arctic Circle to the Gulf of Mexico, from the Atlantic to the Pacific? Because the command of the sea at the decisive era belonged to Great Britain. In India and Egypt, administrative efficiency has taken the place of a welter of tyranny, feudal struggle, and bloodshed, achieving thereby the comparative welfare of the once harried populations. What underlies this administrative efficiency? The British navy, assuring in the first instance British control instead of French and thereafter communication with the home country, whence the local power without which administration everywhere is futile. What, at the moment the Monroe Doctrine was proclaimed, insured beyond peradventure the immunity from foreign oppression of the Spanish-American colonies in their struggle for independence? The command of the sea by Great Britain, backed by the feeble navy but imposing strategic situation of the United States, with her swarm of potential commerce-destroyers, which a decade

before had harassed the trade of even the mistress of the seas.

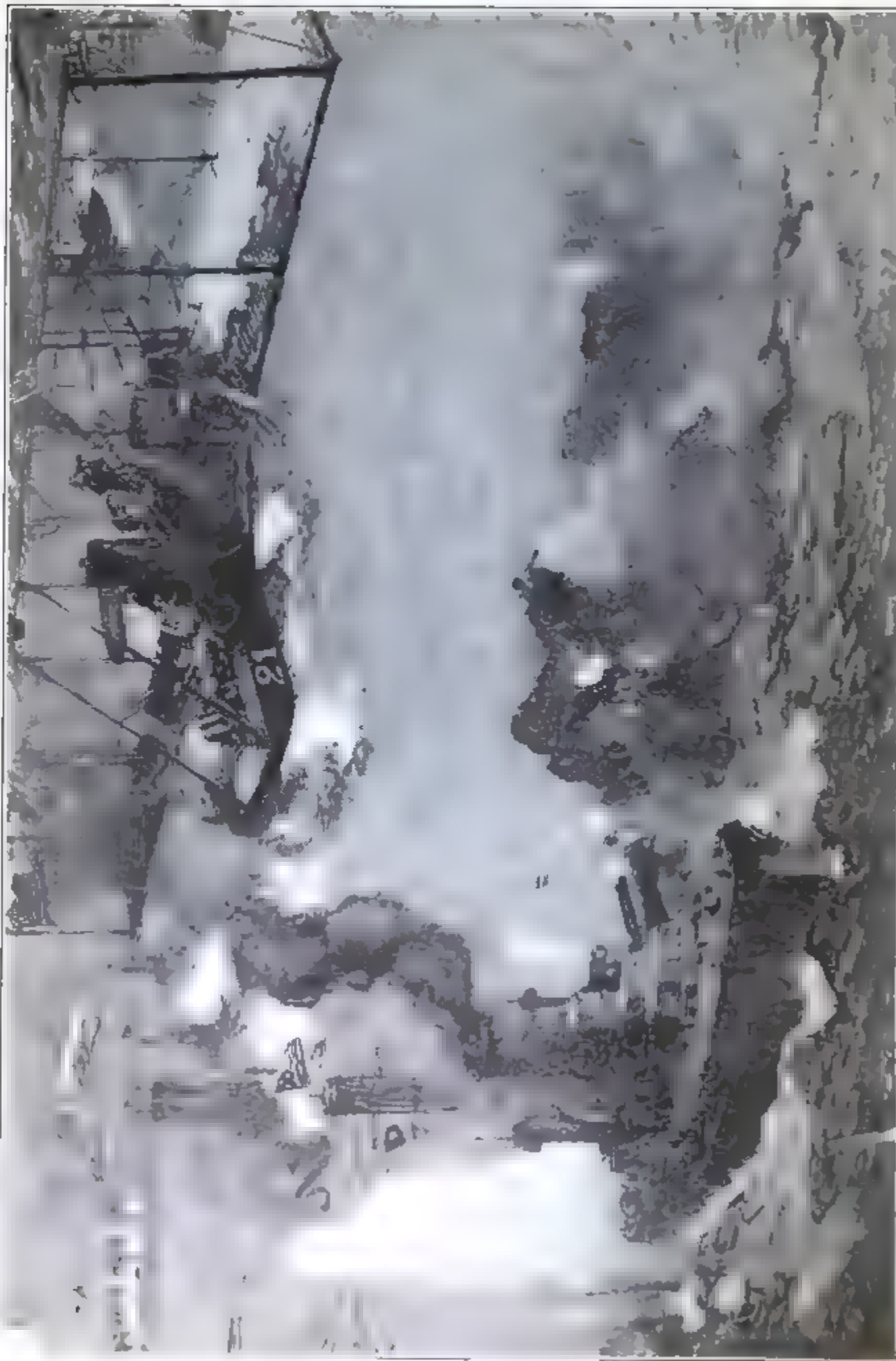
Less conspicuously, but no less truly, to what do Algiers and Tunis, and to what eventually will Morocco, owe redemption from conditions barely, if at all, above the barbarous? To the command of the sea by the nation which already has restored the former two, to be fruitful members of the world community. That South Africa is now a united commonwealth, instead of two opposing communities, such as the North and South of our own country might have been, is due to the same cause; a local preponderance of force insured by sea power. It may safely be claimed that to the navy of the United States chiefly is owing the present Union, instead of the existence of two rival nations vying, or trying to vie, with each other in military preparations, like the nations of Europe. The four years' struggle of the Confederate States might not have ended in exhaustion, had it not been for the blockade, which shut in their cotton and shut out their supplies.

Contrast this impressive exhibit, where the command of the sea has been operative, with the history and achievement of those great States which have not possessed it. Contrast Bosnia and Herzegovina for Austria, Alsace and Lorraine for Germany, with the expansion of France, Great Britain, Holland, and with that which Spain once possessed; now lost through an inefficiency, one of the first symptoms of which was the decay of her navy. The magnificent efficiency of the present German Empire strives now, against almost hopeless disadvantage, for the opportunity to exercise that efficiency outside its European limits. Opportunity was lost through the absence of naval force in the past centuries, when the maritime countries were occupying, and, in accordance with their respective political aptitudes, were determining the future of immense tracts of the world. Much time must elapse before we shall know the inside history of the still unarranged dispute with France about Morocco; but there is reason to believe that the consciousness of the British navy at the back of France has been one of the large factors in the negotiations. At least it is ap-

parent that bitterness against Great Britain has been even more marked than against France.

The lesson for the United States is plain. In the strategic position before mentioned, in remoteness from Europe, in the rivalries of European nations, we still have a local and international advantage for preponderance in American waters; but it is not so great as to confer certainty without reasonable provision for insuring command of the sea. In the Pacific, which is equally our coast line, and to which the future mostly looks, we have no similar advantage. Much as I dislike and reject the phrase "supremacy in the Pacific," it is true that we there have duties which in case of disputes will require the presence of naval force adequate to command. Duty to the mutual support of our two chief coasts dictates full control of the Panama Canal, which from the military standpoint is the key to any broadly planned system of preparation for national defense.

But obligation is no less on account of the Philippine Islands. Having assumed control of these under imperative circumstances, we are bound in honor to support an undertaking, our fitness for which is attested by results. To them we are responsible for the maintenance of conditions under which material prosperity can advance, and their dissimilar and discordant inhabitants reach a homogeneous civilization and political development which will enable them to govern themselves. To Cuba, though independent, we owe by specific guarantees of maintenance of a like internal security. These national and international functions can be discharged, certainly only by command of the sea. The Pacific, the Atlantic, and the Caribbean, with the great controlling stations, Porto Rico, Guantanamo, the Canal Zone, and Hawaii, depend upon this command, the exponent of which is the navy, and in which ships and stations are interdependent factors. To place the conclusion concretely and succinctly, the question of command of the sea is one of annual increase of the navy. This question is not "naval," in the restricted sense of the word. It is one of national policy, national security, and national obligation.



Courtesy of the Aero Club of America Bulletin
THE NEW "EYES" OF THE MAN BEHIND THE GUN (Page 409)
From a painting by Henry Heuterdahl

SHIPS' DATA, U. S. NAVAL VESSELS.

(Including those authorized by act of Congress approved Aug. 22, 1912.)

Type.	Fit for service, including those under repair.		Under con- struction.		Authorized.		Total.	
	Num- ber.	Displace- ment.	Num- ber.	Dis- place- ment.	Num- ber.	Displace- ment.	Num- ber.	Displace- ment.
Battleships, first line.....	12	<i>Tons.</i> 205,650	6	<i>Tons.</i> 161,000	1	<i>Tons.</i> 1, ² 31,400	19	<i>Tons.</i> 398,050
Battleships, second line.....	19	244,146	.....	.....	.....	.....	19	244,146
Armored cruisers.....	10	140,080	.....	.....	.....	.....	10	140,080
Cruisers, first class.....	5	46,465	.....	.....	.....	.....	5	46,465
Cruisers, second class.....	6	33,561	.....	.....	.....	.....	6	33,561
Cruisers, third class.....	15	48,748	.....	.....	.....	.....	15	48,748
Monitors.....	10	39,004	.....	.....	.....	.....	10	39,004
Destroyers.....	39	23,551	11	10,496	6	6,321	56	40,368
Torpedo boats.....	28	4,821	.....	.....	.....	.....	28	4,821
Submarines.....	22	5,229	17	8,268	8	1, ² 4,160	47	17,657
Tenders to torpedo vessels.....	7	20,661	1	1,408	2	1, ² 9,900	10	31,969
Gunboats.....	27	25,078	.....	.....	3	1,805	30	26,883
Transports.....	5	26,595	.....	.....	.....	.....	5	26,595
Supply ships.....	4	25,400	.....	.....	.....	.....	4	25,400
Hospital ships.....	2	9,000	.....	.....	.....	.....	2	9,000
Fuel ships.....	19	155,663	5	95,624	2	29,000	26	³ 280,287
Converted yachts.....	17	9,634	.....	.....	.....	.....	17	9,634
Tugs.....	44	15,884	2	2,240	.....	.....	46	18,124
Special type.....	6	26,335	.....	.....	.....	.....	6	26,335
Unserviceable for war purposes.....	26	59,421	.....	.....	.....	.....	26	59,421
Total.....	323	1,164,926	42	279,036	22	82,586	387	1,526,548

¹ Approximately.² Design being prepared.³ Excepting the Justin.

PAY IN THE UNITED STATES NAVY.

The yearly pay of commissioned officers of the United States Navy is as follows: Admiral, \$13,500; Rear-Admirals, first nine, \$8,000; Rear-Admirals, second nine, or Commodores, \$6,000; Captains, \$4,000; Commanders, \$3,500; Lieutenant Commanders, \$3,000; Lieutenants, \$2,400; Lieutenants (junior grade) \$2,000; Ensigns, \$1,700; Midshipmen (at Naval Academy) \$600; Midshipmen (after Grad.), \$1,400. All officers below the rank of Rear-Admiral are entitled to 10 per cent. increase upon the full yearly pay of their grades for each and every period of five years' service as "longevity pay" provided that the total amount of such increase shall not exceed 40 per cent. upon the full yearly pay of their grade. All officers receive 10 per cent. additional for sea duty, or shore duty beyond continental limits of the United States, except Porto Rico and Hawaii.

SHIPS' DATA, U. S. NAVAL VESSELS.

Type.	Fit for service, including those under repair.											
	1906		1907		1908		1909		1910		1911	
	Number.	Displace- ment.	Number.	Displace- ment.	Number.	Displace- ment.	Number.	Displace- ment.	Number.	Displace- ment.	Number.	Displace- ment.
First-class battleships..	16	Tons. 198, 250	22	Tons. 292, 146	25	Tons. 334, 146	25	Tons. 334, 146	29	Tons. 406, 146	29	Tons. 406, 146
Second-class battleship.	1	6, 315	1	6, 315	1	6, 315	1	6, 315	1	6, 315	.....	.....
Armored cruisers.....	4	54, 720	6	83, 720	9	125, 580	10	140, 080	10	140, 080	10	140, 080
First-class cruisers.....	3	27, 065	5	46, 465	5	46, 465	5	46, 465	5	46, 465	5	46, 465
Armored ram.....	1	2, 183	1	2, 183	1	2, 183	1	2, 183	.....	.....	.....	.....
Single-turret monitors..	4	12, 900	4	12, 900	4	12, 900	4	12, 900	4	12, 900	4	12, 900
Double-turret monitors.	6	26, 104	6	26, 104	6	26, 104	6	26, 104	6	26, 104	6	26, 104
Protected cruisers.....	19	76, 070	19	76, 070	19	76, 070	18	71, 987	18	71, 987	17	67, 574
Unprotected cruisers...	3	6, 216	3	6, 216	3	6, 216	3	6, 216	3	6, 216	2	4, 144
Scout cruisers.....	.....	.....	.....	.....	2	7, 500	3	11, 250	3	11, 250	3	11, 250
Gunboats.....	9	11, 564	9	11, 564	9	11, 564	9	11, 564	8	10, 387	7	8, 677
Light-draft gunboats...	3	4, 155	3	4, 155	3	4, 155	3	4, 155	3	4, 155	3	4, 155
Composite gunboats....	8	8, 190	8	8, 190	8	8, 190	8	8, 190	8	8, 190	8	8, 190
Training ship, sheathed..	1	1, 175	1	1, 175	1	1, 175	1	1, 175	.....	.....	.....	.....
Training ships, steel....	.....	.....	2	3, 600	2	3, 600	2	3, 600	2	3, 600	2	3, 600
Training brigantine.....	1	346	1	346	1	346	1	346	1	346	1	346
Special class.....	2	2, 416	2	2, 416	2	2, 416	2	2, 416	2	2, 416	2	2, 416
Gunboats under 500 tons.....	15	3, 603	13	3, 265	12	3, 095	12	3, 095	12	3, 095	9	2, 439
Torpedo-boat destroyers	16	6, 695	16	6, 695	16	6, 695	16	6, 695	21	10, 195	33	19, 099
Steel torpedo boats.....	35	5, 737	35	5, 737	35	5, 737	33	5, 299	33	5, 299	31	5, 111
Wooden torpedo boats.	1	31	1	31	1	31	1	31	1	31	.....	.....
Submarine torpedo boats.....	8	935	8	935	12	1, 719	12	1, 719	18	3, 485	18	3, 748
Iron steam vessels.....	5	5, 861	4	3, 606	3	3, 056	3	3, 056	3	3, 056	3	3, 056
Wooden steam vessels..	5	8, 840	5	8, 840	5	8, 840	5	8, 840	3	5, 565	3	5, 565
Wooden sailing vessels.	8	10, 045	8	10, 045	5	5, 895	5	5, 895	5	5, 895	4	5, 620
Tugs.....	41	13, 060	40	12, 703	41	13, 606	42	14, 361	43	¹ 15, 013	44	¹ 15, 713
Auxiliary cruisers.....	5	28, 339	5	28, 339	4	24, 959	4	24, 959	4	24, 959	4	24, 959
Converted yachts.....	23	11, 881	23	11, 872	22	11, 750	21	11, 453	19	10, 421	18	10, 106
Colliers.....	15	² 74, 854	15	² 74, 854	15	² 74, 854	15	² 74, 854	20	² 135, 417	20	² 150, 462
Submarine tenders.....	.....	.....	1	357	2	807	2	807	4	4, 702	5	6, 771
Mine-laying ship.....	.....	.....	.....	.....	.....	.....	1	4, 083	1	4, 083	1	4, 083
Repair ship.....	.....	.....	.....	.....	1	3, 380	1	3, 380	1	3, 380	1	3, 380

¹ Excepting Locust.² Excepting Justin.

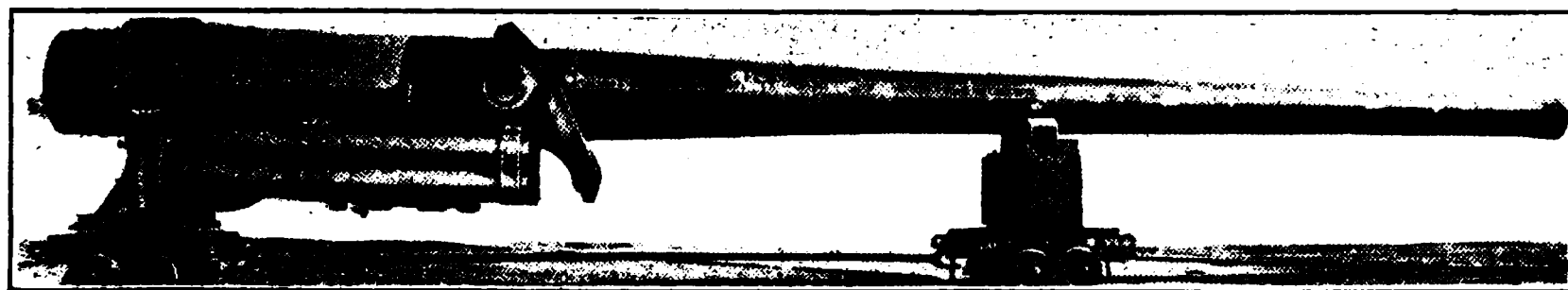
SHIPS' DATA, U. S. NAVAL VESSELS.

Type.	Fit for service, including those under repair.											
	1906		1907		1908		1909		1910		1911	
	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.
Transports and supply ships.....	11	Tons. 53,247	10	Tons. 50,571	9	Tons. 50,084	8	Tons. 44,384	8	Tons. 44,384	8	Tons. 44,384
Hospital ships.....	1	3,300	1	3,300	1	3,300	2	9,000	2	9,000	2	9,000
Receiving ships.....	4	18,995	5	21,250	5	21,250	4	18,995	4	18,995	5	23,408
Prison ships.....	2	14,850	2	14,850	2	14,850	3	17,105	3	24,005	3	24,005
Total.....	276	687,942	285	830,815	292	918,833	292	937,103	308	1,067,537	312	1,082,956

Type.	Under construction.											
	1906		1907		1908		1909		1910		1911	
	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.
First-class battleships..	9	Tons. 135,896	5	Tons. 74,000	4	Tons. 72,000	6	Tons. 115,650	4	Tons. 95,650	6	Tons. 149,650
Armored cruisers.....	6	85,360	4	56,360	1	14,500	.....	.....	.....	.....	.....	.....
First-class cruisers.....	2	19,400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Scout cruisers.....	3	11,250	3	11,250	1	3,750	.....	.....	.....	.....	.....	.....
Training ships, steel....	2	3,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Torpedo-boat destroyers.....	.....	.....	.....	.....	5	3,500	20	14,630	15	11,130	9	6,678
Submarine torpedo boats.....	4	784	4	784	7	2,103	16	5,890	10	4,124	17	7,732
Tugs.....	.....	.....	2	1,510	2	1,510	1	755	.....	.....	.....	.....
Colliers.....	.....	.....	2	25,170	2	25,170	6	78,220	2	38,735	2	38,735
Total.....	26	256,290	20	169,074	22	122,533	49	215,145	31	149,639	34	202,795

1 Includes Southery.

2 Excepting Southery..



NEW 14-INCH GUN USED FOR ARMOR ATTACK

UNITED STATES NAVAL ORDNANCE

GUN.	MARK.	Length in Calibres.	Total Length.	Capacity of Chamber in Cubic Inches.	Travel of Projectile in Inches.	Weight of Gun. tons.	Weight of Projectile. lb.	Weight of Charge. lb.	Muzzle Velocity. ft.-seconds.	Muzzle Energy. ft.-tons.	Penetration as determined by Krupp gun at 1000 yards.	At 3000 Yards.		At 6000 Yards.		At 9000 Yards.	
												Remaining Velocity. ft.-seconds.	Penetra- tion. inch.	Remaining Velocity. ft.-seconds.	Penetra- tion. inch.	Remaining Velocity. ft.-seconds.	Penetra- tion. inch.
3-in. R.F.G.	II, III.	50	154	219	128.3	0.9	13	3.85	2700	658	3.3	1230	1.2	848	0.8	..	..
3-in. S.A.	V, VI.	50	159	219	128.3	1.0	13	3.85	2700	658	3.3	1230	1.2	848	0.8	..	..
4-in. R.F.G.	III, IV, V, VI.	40	164	331	134.5	1.5	33	4.85	2000	915	3.4	1156	1.7	897	1.2	853	1.2
4-in. R.F.G.	VII.	50	205	652	168.3	2.6	33	9.0	2500	1,430	4.6	1432	2.2	979	1.4	878	1.2
4-in. R.F.G.	VIII.	50	205	652	168.3	2.9	33	12.3	2800	1,794	5.3	1627	2.6	1033	1.5	..	..
5-in. R.F.G.	II, III, IV.	40	206	656	165.8	3.1	50	10.0	2300	1,852	5.3	1286	2.6	934	1.7	829	1.4
5-in. B.L.R.	V, VI.	50	256	1,200	215.6	4.6	60	19.2	2700	3,032	6.2	1692	3.5	1102	2.0	928	1.6
5-in. B.L.R.	VI.	50	256	1,200	215.6	4.6	50 ¹	20.5	3000 ²	3,122	6.4	1732	3.2	1057	1.7	877	1.4
5-in. R.F.G.	VII.	51	261	1,135	215.6	5.0	50	23.8	3150	3,439	6.8	1835	3.4	1091	1.8	895	1.4
6-in. R.F.G.	II, III.	30	196	1,287	150.0	4.8	105	18.8	1950	2,768	5.3	1305	3.2	1009	2.3	909	2.0
6-in. R.F.G.	IV, VII.	40	256	1,320	205.8	6.0	105	18.8	2150	3,365	6.0	1440	3.6	1058	2.4	934	2.1
6-in. R.F.G.	IX.	45	270	1,320	221.7	7.0	105	18.8	2250	3,685	6.3	1511	3.8	1086	2.5	948	2.1
6-in. B.L.R.	VI.	50	300	2,101	247.5	8.3	105	30.0	2600	4,920	8.6	1770	4.7	1207	2.9	996	2.2
6-in. B.L.R.	VIII.	50	300	2,101	247.5	8.6	105	37.0	2800	5,707	11.3	1923	5.2	1297	3.2	1026	2.3
7-in. B.L.R.	II.	45	323	3,643	259.8	12.7	165	58.0	2700	8,338	9.6	1948	6.4	1382	4.2	1083	3.0
8-in. B.L.R.	III, IV.	35	305	3,170	245.8	13.1	260	43.8	2100	7,948	8.6	1576	6.0	1206	4.2	1040	3.6
8-in. B.L.R.	V. and VI.	45	369	5,243	299.1	18.7	260	98.5	2750	13,960	12.0	2106	8.6	1589	6.1	1227	4.4
10-in. B.L.R.	I, II.	30	329	6,779	251.1	25.1	510	90.0	2000	14,141	10.7	1590	8.0	1274	6.1	1103	5.0
10-in. B.L.R.	III.	40	413	10,222	327.0	34.6	510	207.5	2700	25,772	19.4	2184	11.9	1747	9.0	1406	6.9
12-in. B.L.R.	I, II.	35	441	11,991	345.2	45.3	870	160.0	2100	26,596	14.2	1733	11.2	1433	8.8	1219	7.2
12-in. B.L.R.	III, IV.	40	493	17,096	392.2	52.1	870	237.5	2400	31,738	19.8	1994	13.3	1649	10.5	1376	8.3
12-in. B.L.R.	III, IV.	40	493	17,096	392.2	52.1	870	305.0 ³	2600 ²	40,768	18.5	2171	14.8	1801	11.7	1500	9.3
12-in. B.L.R.	V.	45	553	16,974	452.0	52.9	870	305.0	2700	43,964	19.4	2259	15.5	1877	12.3	1561	9.8
12-in. B.L.R.	VI.	45	553	14,970	452.0	53.6	870	340.0 ²	2850 ²	48,984	20.8	2393	16.6	1991	13.3	1653	10.6
12-in. B.L.R.	VII.	50	607	14,296	506.3	56.1	870	340.0 ²	2950 ²	52,483	25.7	2483	17.5	2071	13.9	1719	11.0
13-in. B.L.R.	I, II.	35	479	15,068	574.9	61.4	1180	180.0	2000	31,333	15.0	1679	12.0	1414	9.7	1221	8.1
14-in. B.L.R.	I.	45	642	..	..	63.6	1400	365.0	2600	65,606	28.3 ⁴	..	23.4 ⁴	..	..	..	..

* Harveyized armour.

Corrected to March, 1913.

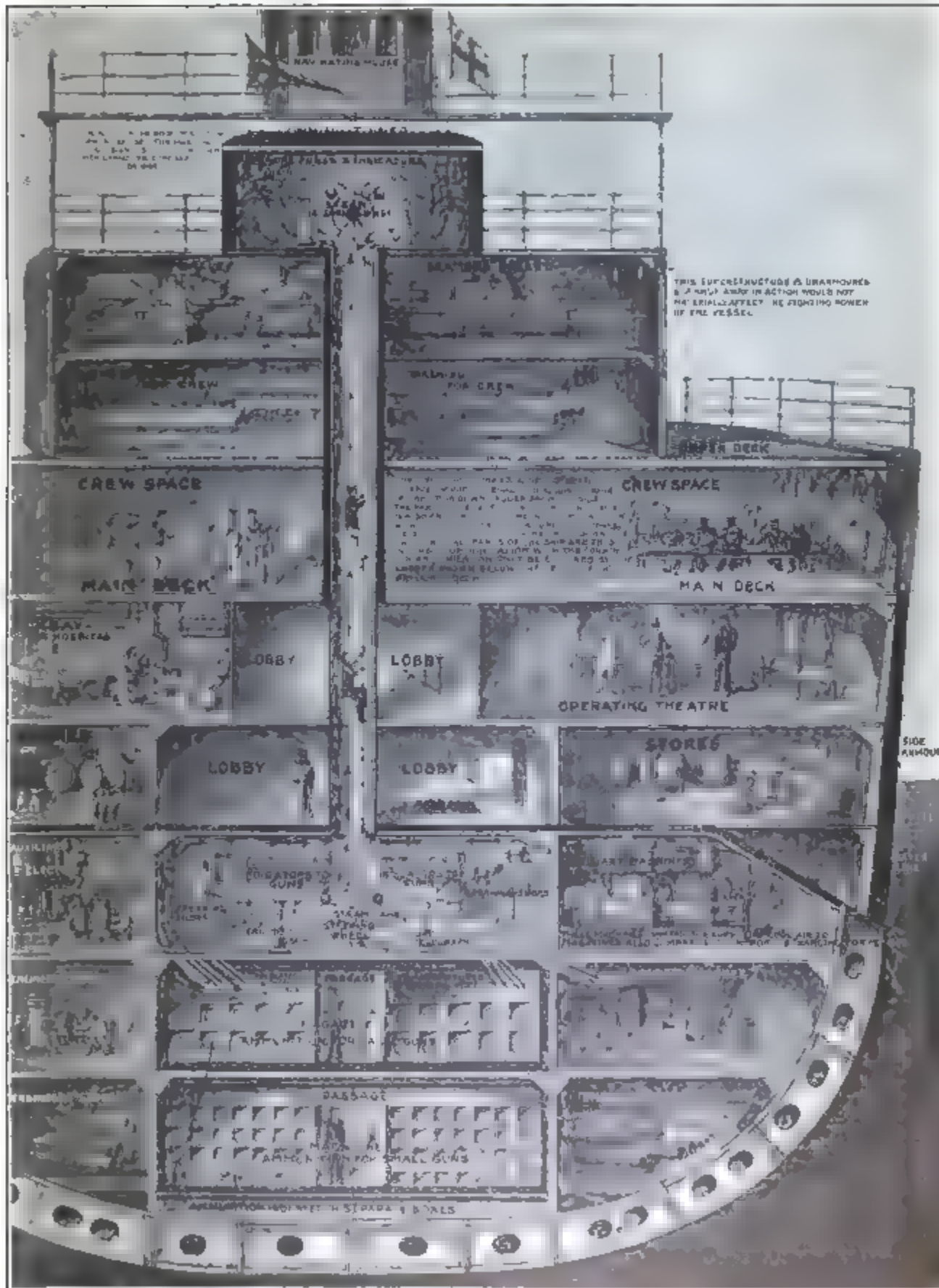
ABBREVIATIONS.

The following abbreviations are used in the tables of Armoured Ships, pages 420-424:

(ac) Armoured cruiser.
(b) Battleship.
(cda) Coast-defense ship.

(t) Turret-ship (In-class column).
(t) Speed and I. H. P. at trials (In speed and I. H. P. column).
(H.S.) Harveyized or similar hard-faced steel.
(K S) Krupp steel.

(Sub.) Submerged torpedo tube.
(B. & W.) Babcock & Wilcox boilers.
(Nic.) Niclausse Boilers.
(W. T.) Water-tube Boilers.
(T.) Thornycroft boilers.



Courtesy of "The Illustrated London News."

THE CONNING TOWER SECTION OF A "SUPER-DREADNOUGHT."

UNITED STATES—ARMoured SHIPS.

Class.	NAME.	Displacement.	Length.	Beam.	Draught.	Indicated Horse-Power.	Where built.	Date of Launch.	Date of Completion.	Armour.						Armament.		Speed.	Coal.	Complement.
										Belt.	Deck.	Side Bulk-head.	Gun Position.		Guns.	Torpedo Tubes.				
													Heavy Guns.	Secondary.						
b.	Alabama...	11,552 tons.	368 ft.	72½ ft.	23½ ft.	11,207 f.	Philadelphia.	1898	1900	in. 16½-4 H.S.	in. 2¾-4	in. 5¼ H.S.	in. 12 H.S.	in. 15 H.S.	in. 6 H.S.	4 12-in., 14 6-in., 4 3-in., 4 6-pr., 2 1-pr., 4 M., 2 l.		knots. 17.0 f.	tons. 800 1447	592
b.	Arkansas...	26,000	554	93¼	28½	28,000 tur.	Camden, N. J.	1911		11-9 K.S.		8-6 K.S.	11 K.S.	8	12 12-in., 21 6-in., 4 3-pr., 2 M., 2 l.	2 (sub.)	21.0	1650 2699	1115	
e.	Brooklyn..	9215	400½	64¾	24	18,425 f.	Philadelphia.	1895	1896	3 H.S.	6-3	4 H.S.	8 H.S.	5½ H.S.	5½	8 8-in., 12 6-in., 4 6-pr., 4 1-pr., 4 M., 2 l.	"	21.9 f.	900 1360	718
a.c.	California..	13,680	502	69½	24	29,381 B.&W.	S. Francisco	1904	1907	6-3½ K.S.	4	5 K.S.	4 K.S.	6 K.S.	5	4 8-in., 14 6-in., 18 3-in., 4 3-pr., 8 1-pr., 8 M., 2 l.	2 (sub.)	22.2 f.	900 2185	829
e.	Charleston..	9700	424	66	22½	27,200 B.&W.	Newport News	1904	1906	4 H.S.	3	4 H.S.		4 H.S.		14 6-in., 18 3-in., 4 3-pr., 12 1-pr., 10 M., 2 l.	"	22.0	650 1776	664
a.c.	Colorado...	13,680	502	69½	24	26,837 Nic.	Philadelphia.	1903	1905	6-3½ K.S.	4	5 K.S.	4 K.S.	6 K.S.	5	4 8-in., 14 6-in., 18 3-in., 4 3-pr., 8 1-pr., 8 M., 2 l.	2 (sub.)	22.2 f.	900 1929	829
b.	Connecticut	16,000	450	76¾	24½	20,525 B.&W.	Camden, N. J.	1904	1906	11½ K.S.	3	8 K.S.	7 K.S.	10 K.S.	7	4 12-in., 8 8-in., 12 7-in., 20 3-in., 4 3-pr., 8 1-pr., 8 M., 2 l.	4 (sub.)	18.8 f.	900 2452	803
b.	Delaware...	20,000	510	85¼	27	29,025	Newport News	1909	1910	11 K.S.		10-8 K.S.		11 K.S.	5	10 12-in., 14 6-in., 4 3-pr., 2 l., 12 M.	2 (sub.)	21.5 f.	1000 2668	927
b.	Florida.....	21,825	510	88¼	28½	28,000 tur.	New York...	1910	1911	11		10		11	5	10 12-in., 16 6-in., 4 3-pr., 4 M., 2 l.	2 (sub.)	22.1 f.	1000 2600	1014
b.	*Georgia.....	14,948	435	76¼	23¾	25,088 Nic.	Bath, Me....	1904	1906	11-4 K.S.	3	6 K.S.	6 K.S.	11 K.S.	6	4 12-in., 8 8-in., 12 6-in., 12 3-in., 4 6-pr., 8 1-pr., 8 M., 2 l.	4 (sub.)	19.2 f.	900 1667	812
b.	Idaho.....	13,000	375	77	24¾	14,235 B.&W.	Philadelphia.	1905	1908	9-4 K.S.	3-1½	7 K.S.	7 K.S.	10-7½ K.S.	6	4 12-in., 8 8-in., 8 7-in., 12 3-in., 4 6-pr., 4 1-pr., 8 M., 2 l.	2 (sub.)	17.2 f.	600 1894	725
b.	Illinois.....	11,552	368	72¼	23½	12,757	Newport News	1898	1901	16½-4 H.S.	2¾-4	5¼ H.S.	12 H.S.	15 H.S.	6	4 12-in., 14 6-in., 4 3-in., 4 6-pr., 6 1-pr., 4 M., 2 l.	....	17.45 f.	800 1375	686
b.	Indiana.....	10,288	343	69¼	24	9,607 B.&W.	Philadelphia.	1893	1895	18 H.S.	2¾	5 H.S.	17 H.S.	17 H.S.	10	4 12-in., 8 8-in., 12 3-in., 4 6-pr., 2 M., 1 l.	15.5 f.	400 1500	497

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• Superposed turrets.

† Mean draught.

UNITED STATES—ARMoured SHIPS.—Continued.

Class	NAME.	Displacement.	Length.	Beam.	Draft.	Indicated Horse-Power.	Where built.	Date of Launch.	Date of Completion.	Armour.						Armament.		Speed.	Normal Coal Supply.	Complement.
										Belt.	Deck.	Side above Belt.	Bulk-head.	Gun Position.		Guns.	Torpedo Tubes.			
														Heavy	Secondary					
b.	Iowa.....	tons. 11,364	360	72½	24	11,933	Philadelphia.	1896	1897	in. 14 H.S.	in. 2½ H.S.	in. 5 H.S.	in. 12 H.S.	in. 15 H.S.	in. 8-6 H.S.	4 12-in., 8 8-in., 10 4-in., 4 6-pr., 6 M., 2 l.	....	knots. 17.1 f	tons. 625 1643	520
b.	Kansas.....	16,000	450	77	24½	19,545 B.&W.	Camden, N.J.	1905	1907	8-11 K.S.	3-4½	8 K.S.	7 K.S.	10 K.S.	7 K.S.	4 12-in., 8 8-in., 12 7-in., 20 3-in., 4 6-pr., 8 1-pr., 8 M., 2 l.	4 (sub.)	18.1 f	900 2388	854
b.	*Kearsarge..	11,520	368	72½	23½	{11,788 12,179}	Newport News	1898	1899	16½-4 H.S.	2½-5 H.S.	5½ H.S.	.....	15 H.S.	9 H.S.	4 12-in., 4 8-in., 18 6-in., 4 6-pr., 8 1-pr., 4 M., 2 l.	{ 1 }	{ 16.8 16.9 f	{ 410 1640 1620 }	{ 690 686 }
b.	*Kentucky..																			
b.	Louisiana...	16,000	450	76¾	24½	20,748 B.&W.	Newport News.	1904	1906	11-8 K.S.	3	8 K.S.	7 K.S.	10 K.S.	7 K.S.	4 12-in., 8 8-in., 12 7-in., 20 3-in., 4 6-pr., 8 1-pr., 8 M., 2 l.	4	18.8 f	900 2389	803
b.	Maine.....	12,500	388	72¼	23¼	15,693 Nic.	Philadelphia.	1901	1902	11-4 K.S.	2½-4	6 K.S.	10 K.S.	12 K.S.	6 K.S.	4 12-in., 16 6-in., 6 3-in., 4 3-pr., 6 1-pr., 2 M., 2 l.	2 (sub.)	18.0 f	1000 1860	551
a.c.	Maryland...	13,680	502	69½	24	28,059 B.&W.	Newport News.	1903	1905	8-3½ K.S.	4	5 K.S.	4 K.S.	6 K.S.	5 K.S.	4 8-in., 14 6-in., 18 3-in., 4 3-pr., 8 1-pr., 8 M., 2 l.	2 (sub.)	22.4 f	900 2054	829
b.	Massachusetts	10,288	348	69¼	24	10,240	Philadelphia.	1893	1896	18 H.S.	2½	5 H.S.	17 H.S.	17 H.S.	10-5 H.S.	4 12-in., 8 8-in., 12 3-in., 4 6-pr., 2 M., 2 l.	....	16.2 f	400 1487	509
b.	Michigan...	16,000	450	80¼	24½	16,310 B.&W.	Camden, N.J.	1908	1909	11-9 H.S.	3	8 H.S.	10 H.S.	10-8 H.S.	8 H.S.	8 12-in., 22 3-in., 4 3-pr., 12 M., 2 l.	2 (sub.)	18.8 f	900 2380	669
c.	Milwaukee..	9700	424	66	22½	24,166 W.T.	S. Francisco.	1904	1906	4 H.N.S.	3	4 H.N.S.	.....	4 H.N.S.	.....	14 6-in., 18 3-in., 4 3-pr., 12 1-pr., 10 M., 2 l.	....	22.2 f	650 1704	664
b.	Minnesota..	16,000	450	77	24½	20,235 B.&W.	Newport News.	1905	1907	8-11 K.S.	3-4½	8 K.S.	7 K.S.	10 K.S.	7 K.S.	4 12-in., 8 8-in., 12 7-in., 20 3-in., 4 6-pr., 8 1-pr., 8 M., 2 l.	4 (sub.)	18.8 f	900 2364	881
b.	Mississippi..	13,000	375	77	24¾	13,607 B.&W.	Philadelphia.	1905	1908	9-4 K.S.	3-1½	7 K.S.	7 K.S.	10-7½ K.S.	6 K.S.	4 12-in., 8 8-in., 8 7-in., 12 3-in., 4 6-pr., 4 1-pr., 8 M., 2 l.	2 (sub.)	17.11 f	600 1824	725
c.	Missouri...	12,500	388	72¼	24	15,845 T.	Newport News.	1901	1903	12-4 K.S.	2½-4	6 K.S.	10 K.S.	12 K.S.	6 K.S.	4 12-in., 16 6-in., 6 3-in., 4 3-pr., 4 1-pr., 2 M., 2 l.	2 (sub.)	18.1 f	1000 1887	551
a.c.	Montana...	14,500	502	73	25	27,988 B.&W.	Newport News.	1906	1908	5-3 K.S.	3	5 K.S.	6 K.S.	9 K.S.	5 K.S.	4 10-in., 16 6-in., 22 3-in., 4 6-pr., 4 1-pr., 4 M., 2 l.	4 (sub.)	22.3 f	900 2113	845

d.	Monterey...	4084	256	59	14½	5244 B.&W.	S. Francisco.	1891|1893	13-6 H.S.	3	6	6	11	13 H.S.	2 12-in., 2 10-in., 6 6-pr., 4 1-pr., 2 M.	.....	13.6 †	200 208	218
b.	Nebraska...	14,948	435	76½	23½	21,283 B.&W.	Seattle.....	1904|1907	11-4 K.S.	3	6	6	11	11 K.S.	4 12-in., 8 8-in., 12 6-in., 12 3-in., 4 6-pr., 8 1-pr., 8 M., 2 l.	4 (sub.)	19.1 †	900 1923	812
b.	Nevada.....	27,500	575	95½	28½	.....	Quincy, Mass.	.....	.....	.....	.....	.....	.....	.....	10 14-in., 21 5-in., 4 3-pr.	4 (sub.)	20.5	82000	
b.	New Hampshire	16,000	450	77	24½	19,100 B.&W.	Camden, N.J.	1906|1908	9-4 K.S.	3	7	7	12	12 K.S.	4 12-in., 8 8-in., 12 7-in., 20 3-in., 4 6-pr., 4 1-pr., 4 M., 2 l.	4 (sub.)	18.2 †	900 2592	916
b.	New Jersey.	14,948	435	76½	23½	23,089 B.&W.	Quincy, Mass.	1904|1906	11-4 K.S.	3	6	6	11	11 K.S.	4 12-in., 8 8-in., 12 6-in., 12 3-in., 12 3-pr., 8 1-pr., 8 M., 2 l.	4 (sub.)	19.4 †	900 1900	812
b.	New York...	27,000	565	95½	28½	35,000	New York...	1912	11-5 K.S.	3	9	9	11	11 K.S.	10 14-in., 21 5-in., 4 3-pr.	4 (sub.)	21.0	2850	
a.c.	North Carolina	14,500	502	73	25	29,785 B.&W.	Newport News.	1906|1908	5-3 K.S.	3	5	9	9	9 K.S.	4 10-in., 16 6-in., 22 3-in., 4 6-pr., 4 1-pr., 4 M., 2 l.	4 (sub.)	22.48 †	900 2113	845
b.	North Dakota	20,000	510	85½	27	31,400 Cur.tur.	Quincy, Mass.	1908|1910	11 K.S.	.....	10-8 K.S.	.....	11	11 K.S.	10 12-in., 14 5-in., 4 3-pr., 2 l., 12 M.	2 (sub.)	21.0 †	1000 2676	980
b.	Ohio.....	12,500	388	72½	23½	16,220 T.	S. Francisco.	1901|1904	11-4 K.S.	3-4	6	10	12	12 K.S.	4 12-in., 16 6-in., 6 3-in., 4 6-pr., 6 1-pr., 2 M., 2 l.	2 (sub.)	17.8 †	1000 2277	521
b.	Oklahoma...	27,500	575	95½	28½	.....	Camden, N.J.	.....	.....	.....	.....	.....	.....	.....	10 14-in., 21 5-in., 4 3-pr.	4 (sub.)	20.5	82000	
b.	Oregon.....	10,288	348	69½	24	11,037	S. Francisco.	1893|1896	18 H.S.	2½	5	17	17	17 H.S.	4 13-in., 8 8-in., 12 3-in., 4 6-pr., 2 1-pr., 4 M.	.....	18.8 †	400 1425	500
b.	Pennsyl- vania	31,400	600	97	28½	.....	Newport News.	.....	.....	.....	.....	.....	.....	.....	12 14-in., 22 6-in., 4 3-pr.	4 (sub.)	21.0	82322	
a.c.	Pittsburgh..	13,680	502	69½	24	28,600 Nic.	Philadelphia.	1903|1905	6-3½ K.S.	4	5	4	6	6 K.S.	4 8-in., 14 6-in., 18 3-in., 4 3-pr., 8 1-pr., 8 M., 2 l.	2 (sub.)	22.4 †	900 1946	829
b.	Rhode Island	14,948	435	76½	23½	20,310 B.&W.	Quincy, Mass.	1904|1906	11-4 K.S.	3	6	6	11	11 K.S.	4 12-in., 8 8-in., 12 6-in., 12 3-in., 4 6-pr., 8 1-pr., 8 M., 2 l.	4 (sub.)	19.0 †	900 1900	812
c.	Saratoga...	8150	380½	64½	23½	17,075	Philadelphia.	1891|1893 1909	4 H.S.	2½	.....	.....	6½	6½ H.S.	4 8-in., 10 5-in., 8 3-in., 4 3-pr., 4 M.	.....	21.0 †	750 1075	498
c.	St. Louis...	9700	424	66	22½	27,264 B.&W.	Philadelphia. (Cramp)	1905|1908	4 K.S.	3	4-3	.....	4	4 K.S.	14 6-in., 18 3-in., 4 3-pr., 12 1-pr., 10 M., 2 l.	.....	22.1 †	650 1751	684
b.	South Carolina	16,000	450	80½	24½	18,357 B.&W.	Philadelphia. (Cramp)	1908|1909	11-9 K.S.	3	8	10	10-8	10-8 K.S.	8 12-in., 22 3-in., 2 3-pr., 12 M., 2 l.	2 (sub.)	18.9 †	900 2200	689
a.c.	South Dakota	13,680	502	69½	24	28,598 B.&W.	S. Francisco.	1904|1907	6-3½ K.S.	4	5	4	6	6 K.S.	4 8-in., 14 6-in., 18 3-in., 4 3-pr., 8 1-pr., 8 M., 2 l.	2 (sub.)	22.2 †	900 2185	829

* Superposed turrets.

† Mean draught.

§ Tons of oil fuel.

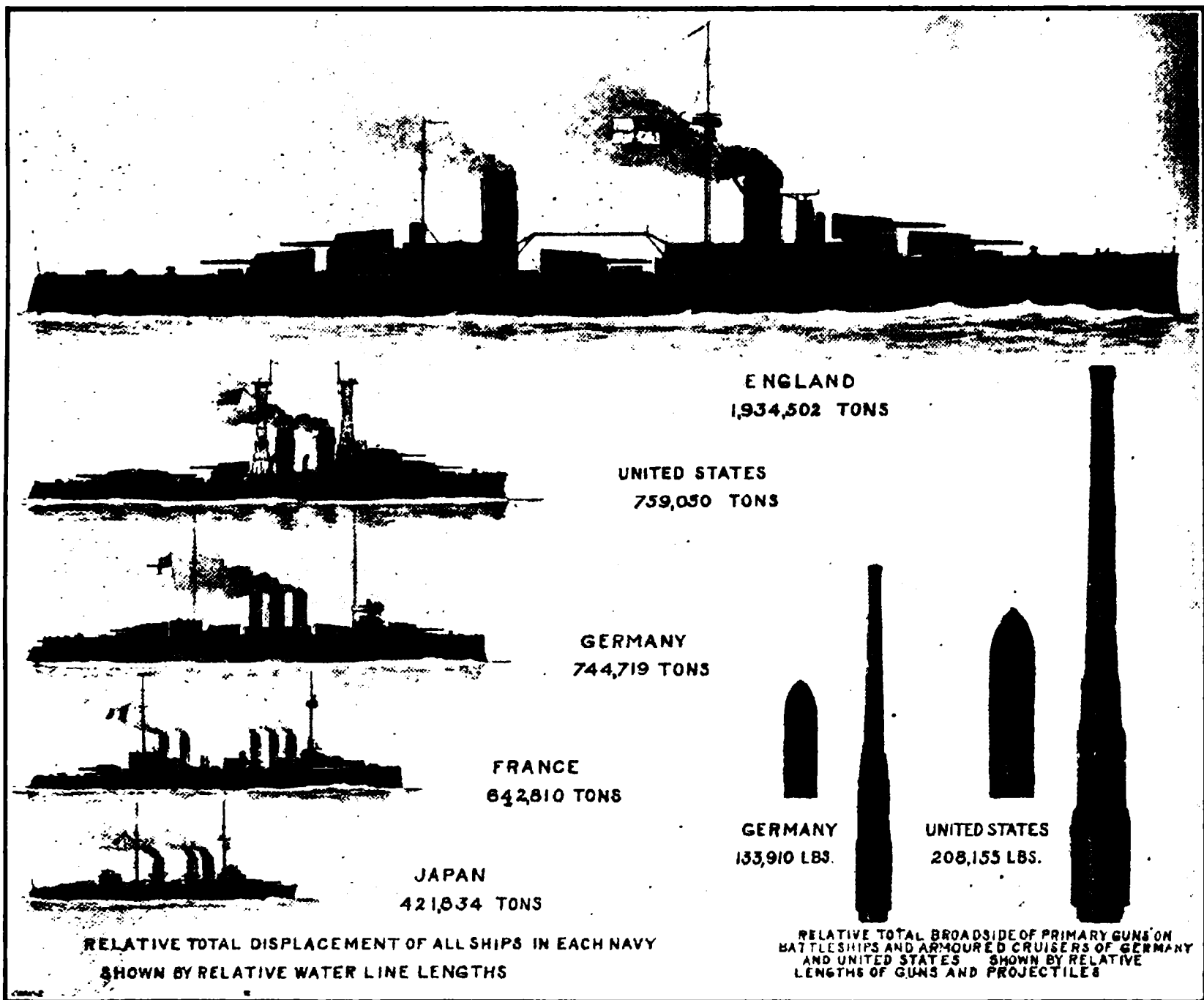
UNITED STATES—ARMoured SHIPS.—Continued.

Class	NAME.	Displacement.	Length.	Beam.	Draught.	Indicated Horse-Power.	Where built.	Date of Launch.	Date of Completion.	Armour.				Armament.		Speed.	Normal Coal Supply.	Complement.
										Belt.	Deck above Belt.	Bulk-head.	Gun Position.					
													Heavy Gun.		Torpedo Tubes.			
a.c.	Tennessee	14,500 tons.	502 ft.	72½ ft.	25 ft.	20,953 B.H.P.	Philadelphia.	1904	1906	11-6 E.A.	3 E.A.	10 E.A.	11 in. E.A.	4 10-in., 16 8-in., 22 8-in., 4 8-pr., 4 1-pr., 8 M., 31.	4 (sub.)	22 2 1	1000 1904	858
b.	Texas	27,000 tons.	565 ft.	80½ ft.	28½ ft.	35,000 B.H.P.	Newport News.	1912		11-6 E.A.	3 E.A.	9 E.A.	11 in. E.A.	10 14-in., 21 8-in., 4 8-pr.	4 (sub.)	21 0	2000	
b.	Utah	21,625 tons.	510 ft.	88½ ft.	28½ ft.	28,000 tur.	Camden, N.J.	1908	1911	11 E.A.	10 E.A.	10 E.A.	11 in. E.A.	10 18-in., 16 8-in., 4 8-pr., 4 M., 31.	2 (sub.)	21 0	1000 1906	1014
b.	Vermont	16,000 tons.	450 ft.	77 ft.	24½ ft.	17,953 B.H.P.	Quincy, Mass.	1905	1907	8-11 E.A.	3-4½ E.A.	7 E.A.	10 in. E.A.	4 18-in., 8 8-in., 12 7-in., 20 8-in., 4 8-pr., 3 1-pr., 8 M., 31.	4 (sub.)	15 33 1	900 1907	354
b.	Virginia	14,948 tons.	435 ft.	76½ ft.	23½ ft.	22,841 B.H.P.	Newport News.	1904	1906	11-6 E.A.	3 E.A.	6 E.A.	11 in. E.A.	4 18-in., 8 8-in., 12 8-in., 13 8-in., 4 8-pr., 3 1-pr., 5 M., 31.	4 (sub.)	19 0	900 1904	812
a.c.	Washington	14,500 tons.	502 ft.	72½ ft.	25 ft.	27,152 B.H.P.	Camden, N.J.	1905	1906	5-3 E.A.	3 E.A.	5 E.A.	9 in. E.A.	4 10-in., 16 8-in., 22 8-in., 4 8-pr., 4 1-pr., 8 M., 31.	4 (sub.)	22 3 1	900 1905	868
a.c.	West Virginia	13,680 tons.	502 ft.	69½ ft.	24 ft.	26,125 B.H.P.	Newport News.	1903	1906	6-3½ E.A.	4 E.A.	5 E.A.	8 in. E.A.	4 8-in., 14 8-in., 18 8-in., 4 8-pr., 3 1-pr., 8 M., 31.	2 (sub.)	23 1	900 1904	829
b.	Wisconsin	11,552 tons.	368 ft.	73½ ft.	23½ ft.	12,453 B.H.P.	S. Francisco.	1898	1901	16½ E.A.	3-4 E.A.	3½ E.A.	13 in. E.A.	4 18-in., 14 8-in., 4 8-in., 4 8-pr., 6 1-pr., 4 M., 31.	..	17 2 1	800 1901	588
b.	Wyoming	26,000 tons.	554 ft.	83½ ft.	28½ ft.	26,000 tur.	Philadelphia.	1911	1912	11-9 E.A.	..	3-6 E.A.	11 in. E.A.	12 18-in., 21 8-in., 4 8-pr., 3 M., 31.	2 (sub.)	21 3	1600 1911	1115
b.	Battleship No. 36	31,400 tons.	600 ft.	97 ft.	28½ ft.	..	New York	1906		..	..	..	..	13 14-in., 22 8-in., 4 8-pr.	4 (sub.)	21 0	93322	

Also the monitors Amphitrite, Miantonomoh, Monadnock, and Terror, 3990 tons, Tonopah (ex Nevada), 3225 tons, Tallahassee (ex Florida) and Ozark (ex Arkansas), 3225 tons, Cheyenne (ex Wyoming), 3225 tons.
 † Mean draught.
 ‡ Including armour, but not armament.
 § Tons of oil fuel.

MODIFIED WHITEHEAD TORPEDO. (Page 411)

P. Plunger or striking rod. G. Safety-pin. O Guncock charge. D Detonating charge. B. Air-bank. J. Charging valve. K. Hydrostatic valve. H. Pendulum. M. Turbine. N. Submergence control mechanism. S. Submergence valve. S. H. Superheater. K. Valve case. Y. Air lever. O. Immersion servo-motor. L. Pressure regulator. V. Gyroscope. T. Gyroscope impulse. U. Servo-motor. G. V. Rudders for horizontal control. G. H. Rudders for vertical control. F and G. Rudder controls. R. E. Propeller shaft. I. I. Propellers. R. Shaft gearing. A. After-body. L. B. Hullast.



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GRAPHIC COMPARISON OF THE RELATIVE STRENGTH OF THE WORLD'S NAVIES.

The greater gun power of the U. S. Navy as compared with that of Germany is due to our pre-Dreadnought ships carrying heavier guns in the main batteries. Future sea-fights will be fought with Dreadnoughts. At the present rate of construction, Germany, in 1917, will possess twice as many Dreadnoughts as the United States.

NAVY DEPARTMENT.

The Secretary of the Navy performs such duties as the President of the United States, who is Commander in Chief, may assign him, and has the general superintendence of construction, manning, armament, equipment, and employment of vessels of war. He is assisted by the Assistant Secretary and the Chief Clerk. There are also various bureaus under his supervision, the principal duties of which are as follows:

Bureau of Navigation.—Has supervision and control of the Naval Academy and the education and training of line officers and enlisted men. It establishes the complements of all ships in commission.

Bureau of Yards and Docks.—Its duties comprise all that relates to the design and construction of docks (including dry-docks), ships, wharves, piers, quay walls and the maintenance of same. It has charge of the

construction, repair, maintenance and operation of power plants at navy yards.

Bureau of Ordnance.—Its duties comprise all that relates to the torpedo station, naval proving ground, and magazines on shore, to the manufacture of offensive and defensive arms and apparatus, all ammunition and war explosives.

Bureau of Construction and Repair.—Its duties comprise the responsibility for the structural strength and stability of all ships built for the Navy.

Bureau of Steam Engineering.—Its duties comprise all that relates to designing, building, fitting out, and repairing machinery used for the propulsion of naval ships.

The duties of the Bureau of Medicine and Surgery, and Bureau of Supplies and Accounts are apparent by their names.

LIST OF SHIPS OF THE UNITED STATES NAVY.

CRUISERS, FIRST CLASS.

Name.	Dis- place- ment.	Net tonnage for Suez Canal.	Dimensions.			Speed (trial).	Guns of 4 inches and over.	Guns under 4 inches.	Coal capacity bunk- ers (maximum).	Date author- ized.
			Length on L. W. L.	Beam on L. W. L.	Draft aft at de- signed full load.					
	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Knots.</i>			<i>Tons.</i>	
Brooklyn ^a	9,215	3,368	400 6	64 8	26 6	21.91	20	12	^b 1,350	July 92
Charleston ^a	9,700	.....	424 0	66 0	24 10	22.04	14	22	^b 1,776	June 00
Milwaukee.....	9,700	^c 3,401	424 0	66 0	24 10	22.22	14	22	^b 1,704	...do....
Saratoga ^a	8,150	2,838	380 6	64 10	26 4	21.00	14	12	^b 1,075	Sept. 88
St. Louis.....	9,700	.....	424 0	66 0	24 10	22.13	14	22	^b 1,757	June 00

CRUISERS, SECOND CLASS.

Baltimore.....	4,413	1,706	327 6	48 7½	24 5	20.10	12	4	1,079	Aug. 86
Chicago ^a	4,500	^c 1,560	325 0	48 4½	22 0	^d 18.00	18	9	^b 850	Mar. 83
Columbia.....	7,350	2,536	411 7	58 2	24 6	22.80	11	12	^e 1,525	June 90
Minneapolis ^a	7,350	2,537	411 7	58 2	24 6	23.07	11	12	^e 1,400	Mar. 91
Newark ^a	4,083	^c 1,438	311 5	49 2	22 4	^d 19.00	12	6	^e 800	Mar. 85
Olympia ^a	5,865	^c 1,896	340 0	53 0½	25 0	21.69	14	4	^e 1,000	Sept. 88

CRUISERS, THIRD CLASS.

Albany.....	3,430	^c 1,121	346 0	43 9	19 1	20.52	10	8	^e 821	.....
Birmingham.....	3,750	.....	420 0	47 1	18 9	24.33	2	^f 8	1,400	Apr. 04
Boston.....	3,000	^c 1,280	277 5	42 2	20 10	15.60	6	6	^b 428	Mar. 83
Chattanooga.....	3,200	.....	292 0	44 0	17 0	16.65	10	8	^e 733	Mar. 99
Chester.....	3,750	.....	420 0	47 1	18 9	26.52	2	^f 8	1,375	Apr. 04
Cincinnati.....	3,183	^c 934	300 0	42 0	19 6	19.91	11	6	^e 712	Sept. 88
Cleveland.....	3,200	.....	292 0	44 0	17 0	16.45	10	8	^e 120	Mar. 99
Denver.....	3,200	1,566	292 0	44 0	17 0	16.75	10	8	^e 710	Mar. 99
Des Moines.....	3,200	.....	292 0	44 0	17 0	16.65	10	8	^e 700	Mar. 99
Galveston.....	3,200	.....	292 0	44 0	17 0	16.41	10	8	^e 724	Mar. 99
Marblehead.....	2,072	^c 626	257 0	37 0	16 3	18.44	8	4	^b 346	Sept. 88
New Orleans.....	3,430	^c 1,130	346 0	43 9	19 1	^d 20.00	10	8	^e 750	.....
Raleigh.....	3,183	^c 934	300 0	42 0	19 6	21.12	11	6	^e 698	Sept. 88
Salem.....	3,750	.....	420 0	47 1	18 9	25.92	2	^f 8	1,400	Apr. 04
Tacoma.....	3,200	1,554	292 0	44 0	17 0	16.58	10	8	^e 710	Mar. 99

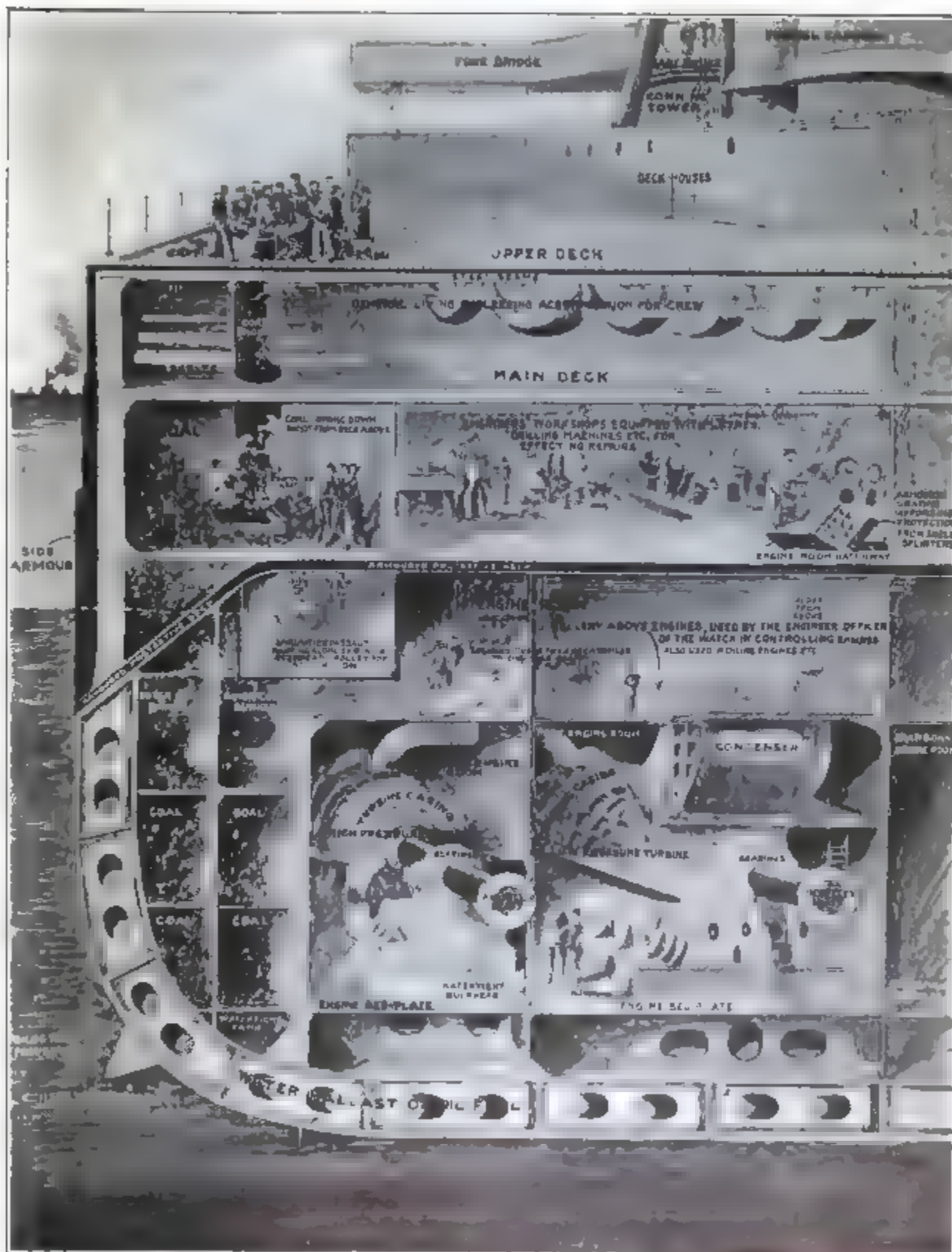
MONITORS.

Amphitrite.....	3,990	.....	250 3	55 4	14 8	10.50	6	2	^b 271	Aug. 86
Cheyenne.....	3,225	.....	252 0	50 0	13 3	11.80	6	3	^b 129	May 98
Miantonomoh.....	3,990	.....	260 3	55 4	15 0	10.50	4	2	^b 250	Aug. 86
Monadnock.....	3,990	^c 988	258 6	55 5	14 8	11.63	6	5	^b 386	Aug. 86
Monterey.....	4,084	^c 840	256 0	59 0½	15 4	13.60	4	6	^b 206	Mar. 87
Ozark.....	3,225	.....	252 0	50 0	13 3	12.03	6	3	344	May 98
Puritan.....	6,060	.....	290 3	60 1½	18 3	12.40	10	6	^b 306	Aug. 86
Tallahassee.....	3,225	.....	252 0	50 0	13 3	12.40	6	3	^b 355	May 98
Terror.....	3,990	.....	258 8	55 6	14 8	10.50	8	2	276	Aug. 86
Tonopah ^h	3,225	.....	252 0	50 0	13 3	13.04	6	3	^b 338	May 98

^a Fitted as a flagship.
^b To 6 inches below beam.
^c Subject to possible change.

^d Estimated.
^e Capacity to bottom of beams.
^f Two torpedo tubes.

^g Also 60,816 gallons fuel oil.
^h Acting as submarine tender.



Courtesy of "The Illustrated London News."

THE ENGINE SECTION OF A TURBINE DRIVEN "SUPER-DREADNOUGHT."

DESTROYERS.

Name.	Dis- place- ment.	Net tonnage for Suez Canal.	Dimensions.			Speed (trial).	Guns of 4 inches and over.	Guns under 4 inches.	Coal capacity bunk- ers (maximum).	Date author- ized.
			Length on L. W. L.	Beam on L. W. L.	Draft aft at de- signed full load.					
	Tons.	Tons.	Ft. in.	Ft. in.	Ft. in.	Knots.			Tons.	
Ammen.....	742	.....	289 0	26 1½	9 5	30.48	b 3	5	67,865	Mar. 09
Bainbridge.....	420	229	245 0	23 1	9 4	28.45	c 2	7	169	May 98
Barry.....	420	229	245 0	23 1	9 4	28.13	c 2	7	169	May 98
Beale.....	742	.....	289 0	26 1½	9 5	29.65	b 3	5	65,974	June 10
Burrows.....	742	.....	289 0	26 1½	9 5	30.67	b 3	5	70,176	May 08
Chauncey.....	420	229	245 0	23 1	9 4	28.84	c 2	7	169	May 98
Dale.....	420	229	245 0	23 1	9 2	28.00	c 2	7	174	May 98
Decatur.....	420	229	245 0	23 1	9 2	28.10	c 2	7	174	May 98
Drayton.....	742	.....	289 0	26 1½	9 6	30.83	b 3	5	70,500	May 08
Fanning.....	742	.....	289 0	26 1½	9 5	29.99	b 3	5	65,974	June 10
Flusser.....	700	.....	289 0	26 0	10 0	30.41	c 3	5	303	May 07
Henley.....	742	.....	289 0	26 1½	9 5	.....	b 3	5	68,487	June 10
Hopkins.....	408	.....	238 9	23 1½	10 5	29.02	c 2	8	143	May 98
Hull.....	408	.....	238 9	23 1½	10 3	28.04	c 2	8	143	May 98
Jarvis.....	742	.....	289 0	26 1½	9 5	.....	b 3	5	65,974	June 10
Jenkins.....	742	.....	289 0	26 1½	9 5	31.27	b 3	5	65,974	June 10
Jouett.....	742	.....	289 0	26 1½	9 5	32.27	b 3	5	65,974	June 10
Lamson.....	700	.....	289 0	26 0	10 7	28.61	c 3	5	284	June 08
Lawrence.....	400	.....	240 7	22 2½	9 5	28.41	c 2	7	108	May 98
Macdonough.....	400	.....	240 7	22 2½	9 5	28.03	c 2	7	108	May 98
Mayrant.....	742	.....	289 0	26 1½	9 5	30.22	b 3	5	73,583	May 08
McCall.....	742	.....	289 0	26 1½	9 5	30.66	b 3	5	70,575	May 08
Monaghan.....	742	.....	289 0	26 1½	9 5	30.45	b 3	5	70,074	May 09
Patterson.....	742	.....	289 0	26 1½	9 5	29.69	b 3	5	71,457	Mar. 09
Paulding.....	742	.....	289 0	26 1½	9 5	32.80	b 3	5	70,580	May 08
Paul Jones.....	420	a 229	245 0	23 1	8 11	28.91	c 2	7	168	May 98
Perkins.....	742	.....	289 0	26 1½	10 1	29.76	b 3	5	73,815	May 08
Perry.....	420	a 229	245 0	23 1	8 11	28.32	c 2	7	168	May 98
Preble.....	420	a 229	245 0	23 1	8 11	28.03	c 2	7	168	May 98
Preston.....	700	.....	289 0	26 0	10 11	29.13	c 3	5	271	June 06
Raid.....	700	.....	289 0	26 0	10 0	31.82	c 3	5	303	Mar. 07
Roe.....	742	.....	289 0	26 1½	10 11	29.60	b 3	5	70,074	May 08
Smith.....	700	.....	289 0	26 0	10 7	28.35	c 3	5	286	June 06
Starrett.....	742	.....	289 0	26 1½	10 1	30.37	b 3	5	73,815	May 08
Stewart.....	420	.....	245 0	23 1	9 2	29.69	c 2	7	172	May 98
Terry.....	742	.....	289 0	26 1½	10 11	30.24	b 3	5	70,074	May 08
Trippe.....	742	.....	289 0	26 1½	9 5	30.89	b 3	5	70,580	Mar. 09
Truxtun.....	433	.....	248 0	22 3½	9 10	29.58	c 2	8	173	May 98
Walke.....	742	.....	289 0	26 1½	9 5	29.78	b 3	5	67,817	Mar. 09
Warrington.....	742	.....	289 0	26 1½	9 5	30.12	b 3	5	73,583	May 08
Whipple.....	433	.....	248 0	22 3½	9 10	28.24	c 2	8	173	May 98
Worden.....	433	.....	248 0	22 3½	9 10	29.86	c 2	8	173	May 98

* Subject to possible change.

b Twin 18-inch Whitehead torpedo tubes (long).

c Eighteen-inch Whitehead torpedo tubes (long).

d Capacity to 6 inches below beams.

e Oil fuel, gallons.

TENDERS TO TORPEDO VESSELS.

	Tons.	Tons.	Ft. in.	Ft. in.	Ft. in.	Knots.			Tons.
Alert.....	1,110	b 713	177 4	32 0	13 0	10.00	b	4	197
Castine.....	1,177	b 398	204 0	32 1½	12 0	16.03	.....	.....	210
Dixie.....	6,114	b 2,074	391 8	48 3	19 11	c 14.50	.....	12	1,075
Iris.....	a 6,100	b 1,923	310 8	39 0	24 0	10.00	.....	.....	300
Mohican.....	1,000	.....	216 0	37 0	16 6	.....	.....	4	168
Pompey.....	3,065	.....	245 0	33 6	15 10	10.50	.....	.....	200
Severn.....	1,175	b 865	175 0	37 0	16 6	(c) *	.....	.....	.....

TORPEDO BOATS.

Name.	Displacement.	Net tonnage for Salt Cann.	Dimensions.			Speed (trial).	Guns of 4 inches and over.	Torpedoes.	Coal capacity bunkers (minimum).	Date authorized.
			Length on L. W. L.	Beam extreme.	Mean draft.					
	Tons.	Tons.	Feet in.	Feet in.	Feet in.	Knots.			Tons.	
Bagley	175	68	127 0	17 3	4 11	29 10	3	3	43	May 96
Balley	29		105 0	12 3	6 0	10 30	2	4	90	Mar 97
Barney	15	48	117 0	17 3	4 11	25 34	3	3	43	May 96
Biddle	175	68	127 0	17 3	4 11	25 5	3	3	43	do
Binkley	190		125 1	17 9	5 11	25 58	3	3	72	do
Craven	146		147 0	18 4	4 7	30 00	2	4	32	June 96
Dahlgren	146		147 0	18 4	4 7	30 00	2	4	32	do
Davis	154		146 0	15 4	5 10	23 4	3	3	41	do
De Long	190		125 1	17 9	5 11	25 52	3	3	72	May 96
Dupont	185		125 0	17 6	4 5	28 8	3	3	76	Mar 96
Farragut	279	160	213 8	20 5	6 0	30 13	2	4	96	June 96
Foots	142		146 0	16 1	5 0	24 53	2	3	44	July 96
Fox	154		147 0	15 4	5 10	23 3	3	3	40	June 96
Goldborough	255		194 3	20 7	6 10	27 40	2	4	99	Mar 97
Gwin	46		99 6	12 6	1 3	30 58	2	1	9	June 96
Mackenzie	65		99 7	12 9	4 3	30 11	2	1	15	do
Manly	30		90 5	9 5	3 11	17 50				
Morris	105		138 3	15 6	4 1	24 07	3	3	36	June 96
Rodgers	142		160 0	16 1	5 0	24 49	3	3	44	July 96
Shubrick	200	104	145 0	17 6	5 2	26 07	3	3	52	May 96
Somers	150		149 4	17 6	5 10	27 50			37	
Stockton	200	104	150 0	17 6	5 2	25 9	3	3	70	May 96
Stringham	240		225 1	22 0	6 6	25 13	2	4	95	Mar 97
Thornton	200	04	150 0	17 6	5 2	24 58	3	3	85	May 96
Tingoy	165	112	150 0	17 6	4 8	21 34	3	3	73	do
Wilkes	165		175 0	17 3	4 5	27 09	3	3	80	do

* Subject to possible change.
 † Estimated.

* Eighteen-inch Whitehead torpedo tubes.
 † Eighteen-inch Whitehead torpedo tubes (long).

SUBMARINES.

Name.	Date authorized.
A-1.....	March, 1899.....
A-2.....	June, 1900.....
A-3.....	do.....
A-4.....	do.....
A-5.....	do.....
A-6.....	do.....
A-7.....	do.....
B-1.....	April, 1904.....
B-2.....	do.....
B-3.....	do.....
C-1.....	do.....
C-2.....	June, 1906.....
C-3.....	do.....
C-4.....	do.....
C-5.....	do.....
D-1.....	do.....
D-2.....	do.....
D-3.....	do.....
E-1.....	May 13, 1908.....
E-2.....	do.....
F-1.....	do.....
F-2.....	do.....
F-3.....	do.....
G-1.....	do.....

GUNBOATS.

Name.	Displacement.	Net tonnage for Suez Canal.	Dimensions.			Speed.	Guns of 4 inches and over.	Guns under 4 inches.	Coal capacity bunkers.
			Length on L. W. L.	Beam	Draft at designed fire load.				
	Tons.	Tons.	Ft. in.	Ft. in.	Ft. in.	Knots.			Tons.
Annapolis.....	1,010	*580	168 0	36 0	12 9	13.17	.....	6	230
Callao.....	243	.....	115 3	17 10	7 6	b 10.00	.....	6	33
Concord.....	1,710	*481	230 0	36 0	16 3	16.80	4	4	354
Dolphin.....	1,486	*447	240 0	32 0	17 0	15.50	2	5	265
Don Juan de Austria.	1,130	*366	210 0	32 0	15 8	12.20	2	c 10	204
Dubuque.....	1,085	568	174 0	35 0	13 4	12.90	6	6	246
Elcano.....	620	.....	157 11	26 0	12 0	b 11.00	4	...	94
Helena.....	1,392	*921	250 9	39 8	10 0	15.50	8	c 4	300
Isla de Luzon.....	1,030	*314	192 10	30 1 1/2	12 0	11.23	4	c 6	159
Machias.....	1,177	*398	204 0	32 1 1/2	13 7	15.46	8	4	261
Marietta.....	990	*532	174 0	34 0	12 10	13.02	6	6	229
Nashville.....	1,371	*758	220 0	38 1 1/2	12 7	16.30	8	6	263
Newport.....	1,010	*560	168 0	36 0	12 9	12.29	.....	.....	224
Paducah.....	1,085	568	174 0	35 0	13 4	12.85	6	6	*236
Pampanga.....	243	.....	115 3	17 10	7 6	b 10.00	.....	6	33
Panay.....	170	.....	94 10	17 3	7 6	b 8.00	.....	3	20
Petrel.....	890	362	181 4	31 0	12 10	11.40	4	4	193
Princeton.....	1,010	*500	168 0	36 0	12 9	10.64	6	6	226
Queros.....	350	.....	137 9	22 9	9 3	b 11.00	.....	4	78
Ranger.....	1,261	.....	177 4	32 0	.....	10.00	.....	.....	178
Samar.....	243	.....	115 3	17 10	7 6	b 10.50	.....	6	33
Sandoval.....	100	.....	110 0	15 6	5 10	b 8.00	.....	3	16
Vicksburg.....	1,010	*500	168 0	36 0	12 9	12.71	6	6	243
Villalobos.....	370	.....	148 0	23 0	9 0	b 11.00	.....	6	65
Wheeling.....	990	518	174 0	34 0	12 10	12.88	6	6	*250
Wilmington.....	1,392	*921	250 9	39 8	10 0	15.08	8	4	300
Yorktown.....	1,710	*482	230 0	36 0	16 3	16.14	6	8	341

TRANSPORTS.

Name.	Displacement.	Net tonnage for Suez Canal.	Dimensions.			Speed.	Guns, 4-inch and over.	Guns under 4 inches.	Coal capacity bunkers (maximum).	Carrying capacity	
			Length on L. W. L.	Beam.	Mean draft.					Officers.	Enlisted men.
	Tons.	Tons.	Ft. in.	Ft. in.	Ft. in.	Knots.			Tons.		
Buffalo.....	6,000	.....	*391 6	48 3	19 5	b 14.5	6	6	1,375	29	800
General Alava.....	1,115	.....	212 6	29 9	11 0	10.5	.....	2	240	15	200
Hancock.....	b 8,500	.....	/ 450 2	45 4	24 3	.....	2	.....	2,428	..	192
Prairie.....	6,620	.....	*391 6	48 3	20 9	b 14.5	.....	15	1,300	23	750
Rainbow.....	4,360	*2,254	326 0	41 0	17 2	b 12.0	.....	12	1,139	25	600

* Subject to possible change.

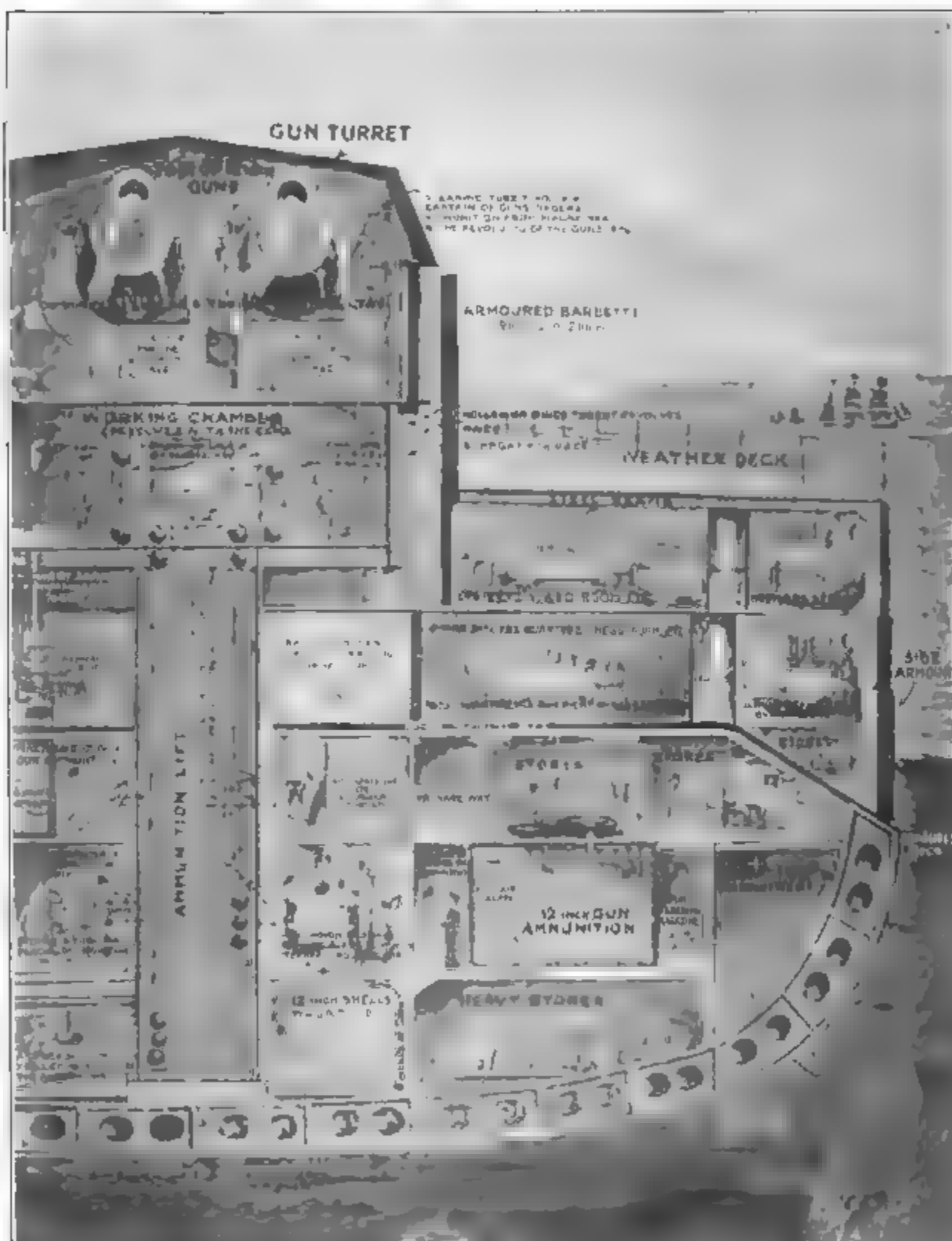
b Estimated.

c Added temporarily, two 3-pounders, R. F.

* Capacity to bottom of beams.

c Fore side of stem to center rudder stock.

/ Between perpendiculars.



Courtesy of "The Illustrated London News."

THE GUN SECTION OF A "SUPER-DREADNOUGHT."

SUPPLY SHIPS.

Name.	Dis- place- ment.	Net tonnage for Suez Canal.	Dimensions.			Speed.	Guns under 4 inches.	Coal ca- pacity bun- kers (maxi- mum).	Cargo capac- ity.
			Length on L. W. L.	Beam.	Mean draft.				
	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Knots.</i>		<i>Tons.</i>	<i>Tons.</i>
Celtic.....	8,000	.....	369 8	44 7	24 1	^a 10.5	2	739	.....
Culgoa.....	6,000	2,483	334 4	43 0	21 9	13.25	2	957	.....
Glacier.....	8,325	.....	353 0	46 1	25 4	12.5	1	917	.....
Supply.....	4,325	^b 2,692	342 7	43 4	19 5	9.66	10	1,029	.....

HOSPITAL SHIPS.

Name.	Dis- place- ment.	Net tonnage for Suez Canal.	Dimensions.			Speed.	Guns under 4 inches.	Coal ca- pacity bun- kers (maxi- mum).	Capacity for patients.	
			Length on L. W. L.	Beam.	Mean draft.				Officers.	Men.
	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Knots.</i>		<i>Tons.</i>		
Relief.....	3,300	.....	299 2	46 0	15 10	^a 15.0	.....	607	15	200
Solace.....	5,700	.....	361 2	44 0	22 0	^a 15.0	.....	1,000	9	234

FUEL SHIPS.

Name.	Dis- place- ment.	Net ton- nage for Suez Canal.	Dimensions.			Speed.		Capacity.	
			Length over all.	Beam.	Mean draft, loaded.	Loaded.	Light.	Bunker.	Cargo.
	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Knots.</i>	<i>Knots.</i>	<i>Tons.</i>	<i>Tons.</i>
Abarenda.....	6,705	2,133	325 6	42 0½	22 10	^a 9.00	9.5	813	3,400
Ajax.....	9,250	3,320	387 6	46 6	24 8	^a 10.00	11.00	500	5,000
Alexander.....	6,181	.....	343 3	43 0	23 0	^a 8.75	10.00	800	4,200
Arethusa.....	6,159	.....	332 0	42 2	20 11	^a 10.00	.....	685	(^d)
Brutus.....	6,600	^b 2,314	332 6	41 6	23 1	^a 10.00	.....	547	4,000
Cæsar.....	5,920	2,072	322 1	43 11	19 7	^a 10.00	11.00	761	3,156
Cyclops.....	19,360	7,055	542 0	^c 65 0	27 8	14.61	.....	2,233	^e 10,457
Hannibal.....	4,000	.....	274 1	39 3	17 7	9.00	10.00	480	2,300
Hector.....	11,230	3,902	403 0	^c 53 0	24 8	12.87	.....	818	8,128
Justin.....	.....	.....	287 6	39 0	19 8	9.98	10.9	167	2,900
Leonidas.....	4,023	.....	273 11	39 2½	17 7	8.5	9.5	200	2,200
Mars.....	11,230	3,902	403 0	^c 53 0	24 8	12.65	.....	818	8,128
Nanshan.....	4,950	.....	300 0	39 0	21 3	10.5	11.00	400	2,900
Neptune.....	19,531	.....	542 0	^c 65 0	27 7	12.93	.....	2,000	^e 10,500
Nero.....	6,360	^b 2,204	320 0	41 0	22 0	^a 9.00	.....	300	3,500
Orion.....	19,132	.....	536 0	^c 65 0	27 8	^a 14.00	.....	2,000	^e 10,500
Prometheus.....	12,585	4,350	465 9	60 1	26 0	^a 16.00	.....	1,576	6,410
Saturn.....	^f 6,220	.....	297 1	40 0	22 1	11.00	.....	^g 388	2,400
Sterling.....	^f 5,663	.....	284 0	37 0	22 6	11.00	11.00	469	2,672
Vulcan.....	11,230	3,902	403 0	^c 53 0	24 8	12.82	.....	818	8,128

^a Estimated.^b Subject to possible change.^c Molded.^d 1,085,000 gallons fuel oil.^e Also 375,000 gallons fuel oil.^f Approximate.^g Capacity to bottom beams.^h Also 773,731 gallons fuel oil.

LIST OF SHIPS OF THE UNITED STATES NAVY.

UNDER CONSTRUCTION AUGUST 1, 1913.

Name.	Displacement. (tons).	Type.	Hull.	I. H. P.	Propulsion.	Guns (main battery).	Place where building.
New York.....	27,000	Battleship.....	S.	32,000	T. S.	31	Navy yard, New York.
Texas.....	27,000	".....	S.	32,000	T. S.	31	Newport News Ship Building Co.
Nevada.....	a2,500	".....	S.	a24,800	T. S.	31	Fore River Ship Building Co., Quincy, Mass.
Oklahoma.....	a2,500	".....	S.	a24,800	T. S.	31	New York Ship Building Co., Camden, N. J.
Pennsylvania.....	31,400	".....	S.	a31,500	4 screws	34	Newport News Ship Building Co.
Battleship No. 39..	31,400	".....	S.	a31,500	4 screws	34	Navy Yard, New York.
Cassin.....	1,020	Destroyer.....	S.	16,000	T. S.	4	Bath Iron Works, Bath, Me.
Cummings.....	1,020	".....	S.	16,000	T. S.	4	Do.
Downes.....	1,072	".....	S.	16,000	T. S.	4	New York Ship Building Co., Camden, N. J.
Duncan.....	1,014	".....	S.	16,000	T. S.	4	Fore River Ship Building Co., Quincy, Mass.
Aylwin.....	1,036	".....	S.	16,000	T. S.	4	Wm. Cramp & Sons, Philadelphia.
Parker.....	1,036	".....	S.	16,000	T. S.	4	Do.
Benham.....	1,036	".....	S.	16,000	T. S.	4	Do.
Balch.....	1,036	".....	S.	16,000	T. S.	4	Do.
O'Brien.....	1,050	".....	S.	17,000	T. S.	4	Do.
Nicholson.....	1,050	".....	S.	17,000	T. S.	4	Do.
Winslow.....	1,050	".....	S.	17,000	T. S.	4	Do.
McDougal.....	1,020	".....	S.	17,000	T. S.	4	Bath Iron Works, Bath, Me.
Cushing.....	1,050	".....	S.	17,000	T. S.	4	Fore River Ship Building Co.
Ericson.....	1,090	".....	S.	17,000	T. S.	4	New York Ship Building Co.
Nereus.....	19,000	Fuel Ship.....	S.				Newport News Ship Building Co.
Kanawha.....	14,500	".....	S.	a5,200	T. S.		Navy Yard, Mare Island.
Maumee.....	14,500	".....	S.		T. S.		Do.
Palos.....		Gunboat.....	S.				Do.
Sacramento.....		".....					Wm. Cramp & Sons, Philadelphia.
Monocacy.....		".....					Navy Yard, Mare Island.
Fulton.....		Submarine tender.....					New London S. & E. Building Co.
G-2.....		Submarine.....					Newport News Ship Building Co.
G-3.....		".....					Lake Torpedo Boat Co., Bridgeport, Conn.
G-4.....		".....					Wm. Cramp & Sons, Philadelphia.
H-1.....		".....					Union Iron Works, San Francisco.
H-2.....		".....					Do.
H-3.....		".....					Seattle Construction & Dry Dock Co.
K-1.....		".....					Fore River Ship Building Co., Quincy, Mass.
K-2.....		".....					Do.
K-3.....		".....					Union Iron Works, San Francisco.
K-4.....		".....					Seattle Construction & Dry Dock Co.
K-5.....		".....					Fore River Ship Building Co., Quincy, Mass.
K-6.....		".....					Do.
K-7.....		".....					Union Iron Works, San Francisco.
K-8.....		".....					Do.
L-1.....		".....					Fore River Ship Building Co.
L-2.....		".....					Do.
L-3.....		".....					Do.
L-4.....		".....					Do.
L-5.....		".....					Lake Torpedo Boat Co., Bridgeport, Conn.
L-6.....		".....					Craig Ship Building Co., Long Beach, Cal.
L-7.....		".....					Do.
M-1.....		".....					Fore River Ship Building Co.
Melville.....	7,150	Destroyer Tender.....	S.		1	8	New York Ship Building Co.
Bushnell.....	3,580	Submarine Tender.....	S.		1		Seattle Construction & Dry Dock Co.

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aEstimated.

This table is of August 1, 1913; changes are constantly occurring. Thus the "Arkansas" was turned over to the Navy Department on August 29, 1912. The "Jouett" made 33.7 knots and is the fastest boat in the Navy.

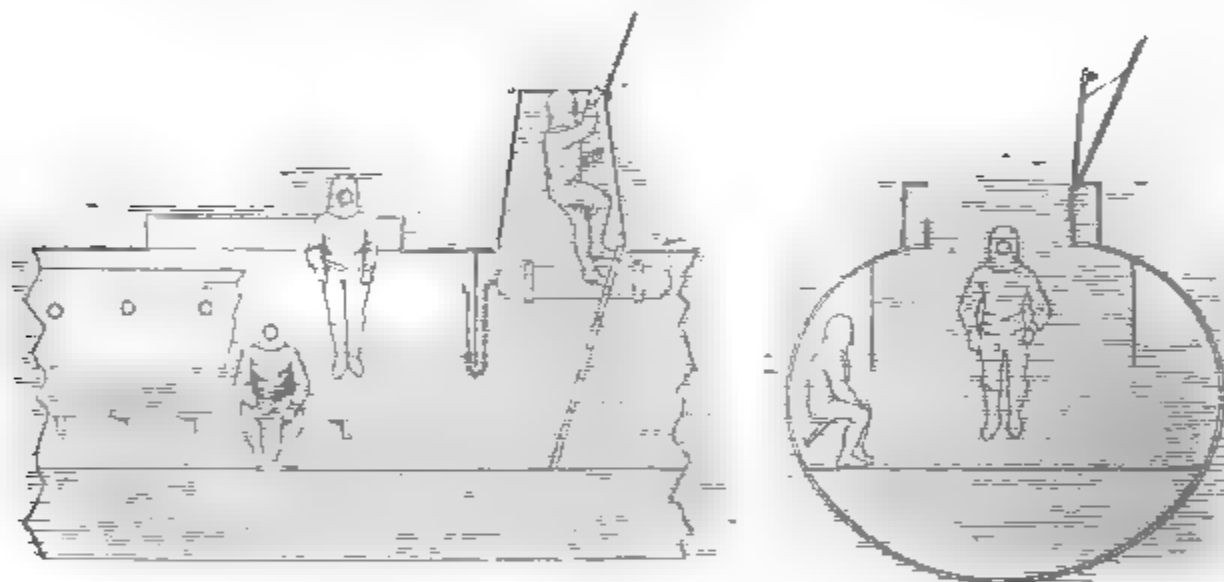
The active list of the Navy, January 1, 1913, comprised 1,791 commissioned and 452 warrant officers, not including 870 Midshipmen of the Naval Academy. There were 496 commissioned and 122 warrant officers on the retired list. The enlisted strength allowed by law is 51,500 men and apprentice seamen.

UNITED STATES MARINE CORPS.

The United States Marine Corps, serving generally under the direction of the Secretary of War, is an independent branch of the military service of the United States. The corps may be detached by order of the President for service with the army but its principal duties are in connection with the navy as follows: To garrison the different navy yards and naval stations, both within and beyond the continental limits of the United States; to furnish the first line of mobile defense of naval bases and naval stations beyond the continental limits of the United States; to man such naval defenses, and to aid in manning, if necessary, such other defenses as may be erected for the defense of naval bases and naval stations beyond the continental limits of the United States; to garrison the Isthmian Canal Zone, Panama; to furnish such garrisons and expeditionary forces for duties beyond the seas as may be necessary in time of peace, to serve on board

all battleships and armored cruisers of the navy, and such other vessels as may be directed, in detachments of not less than 8 per cent. of the strength of the enlisted men of the navy on said vessels; in case of disturbances in foreign countries marines are landed to protect American interests.

The authorized strength of the Marine Corps is 333 officers and 9,521 enlisted men. On June 30, 1911, there were 330 officers and 9,454 enlisted men in the service. The term of enlistment in the Marine Corps is four years and applicants must be 19 years of age and not over 35. Minors must have consent of parents or guardian. Apprentices to learn the drum and trumpet are enlisted between the ages of 15 and 17 with the consent of parents or guardian but they serve only during minority. All recruits must be able-bodied and of good character and after acceptance are sent to a recruit depot for instruction for three months.



SUBMARINE HELMET FOR THE ESCAPE OF IMPRISONED SAILORS IN SUBMARINES WHICH CANNOT RISE OR WHICH HAVE BECOME "HOLED."
NOTE THE AIR TRAP.

SUBMARINE DISASTERS.

The important submarine disasters which have resulted in the loss of life are

1904, March 13—British submarine "A1" sunk by collision off the Isle of Wight, England. 11 men killed.

1904, June 2—Russian submarine "Delfin" sank at her moorings in the Neva. 21 men drowned.

1905, February 10—British submarine "A5" blew up in Queenstown harbor. 4 men killed and 7 seriously injured.

1905, June 8—British submarine "A8" sank in Plymouth Sound. 15 men killed.

1905, July 6—French submarine "Fafardet" filled with water at Biserte, Tunis, and could not rise. 12 men drowned.

1906, October 17—French submarine "Lutin" sank off Biserta after an explosion. 15 men killed.

1909, April 26—Explosion aboard the Italian submersible Foca in the Bay of Naples. 8 men killed.

1909, July 14—British Submarine "C11" sunk by collision. 13 men drowned.

1909, June 13—Russian submersible "Kam-bala" rammed by warship off Sebastopol. 15 men killed.

1910, May 26—French submarine "Pluviose" struck by steamship. 28 men killed.

1910—Japanese submersible "No. 6" dived and could not get to the surface again. 15 men killed.

1910, August 6—British submarine "A1" again suffered by an explosion which mortally injured 7 men.

1911, January 18—German submersible "U3" struck on the bottom of the harbor of Kiel. 27 men shot to the surface in suits made for the purpose. Only 3 men killed.

1912, February 2—British submersible "A3" struck by ship off Isle of Wight. 14 men killed.

1912, June 8—French submarine "Vandémiaire" run down by battleship St. Louis and sunk. 23 men killed.

1912, Oct. 4—British submarine "B2" run down by steamship Amerika. 15 men killed.

UNITED STATES NAVAL ACADEMY.

NOMINATION.

The students of the Naval Academy are styled midshipmen. Two midshipmen are allowed for each Senator, Representative, and Delegate in Congress, two for the District of Columbia, and five each year from the United States at large. The appointments from the District of Columbia and five each year at large are made by the President. One midshipman is allowed from Porto Rico, who must be a native of that island. The appointment is made by the President, on the recommendation of the governor of Porto Rico. After June 30, 1913, each Senator, Representative, and Delegate in Congress will be allowed to appoint but one midshipman instead of two.

The course for midshipmen is six years—four years at the academy, when the succeeding appointment is made, and two years at sea, at the expiration of which time the examination for final graduation takes place.

Midshipmen who pass the examination for final graduation are appointed to fill vacancies

in the lower grade of the line of the Navy; and occasionally to fill vacancies in the Marine Corps and in certain of the staff corps of the Navy.

Candidates allowed for congressional districts, for Territories, and for the District of Columbia must be actual residents of the districts or Territories, respectively, from which they are nominated. All candidates must at the time of their examination for admission, be between the ages of sixteen and twenty years. A candidate is eligible for appointment on the day he becomes sixteen and is ineligible on the day he becomes twenty years of age.

Candidates are required to be of good moral character, physically sound, well formed, and of robust constitution. Attention will also be paid to the stature of the candidate, and no one manifestly under size for his age will be received at the academy.

Full information in pamphlet form can be obtained by addressing the Secretary of the Navy, Washington, D. C.



FORWARD TURRET OF THE U. S. BATTLESHIP "MINNESOTA."

Above the 12-inch guns is the Morris tube and mechanism used in training gun-pointers.

NAVY AND NAVAL MILITIA.

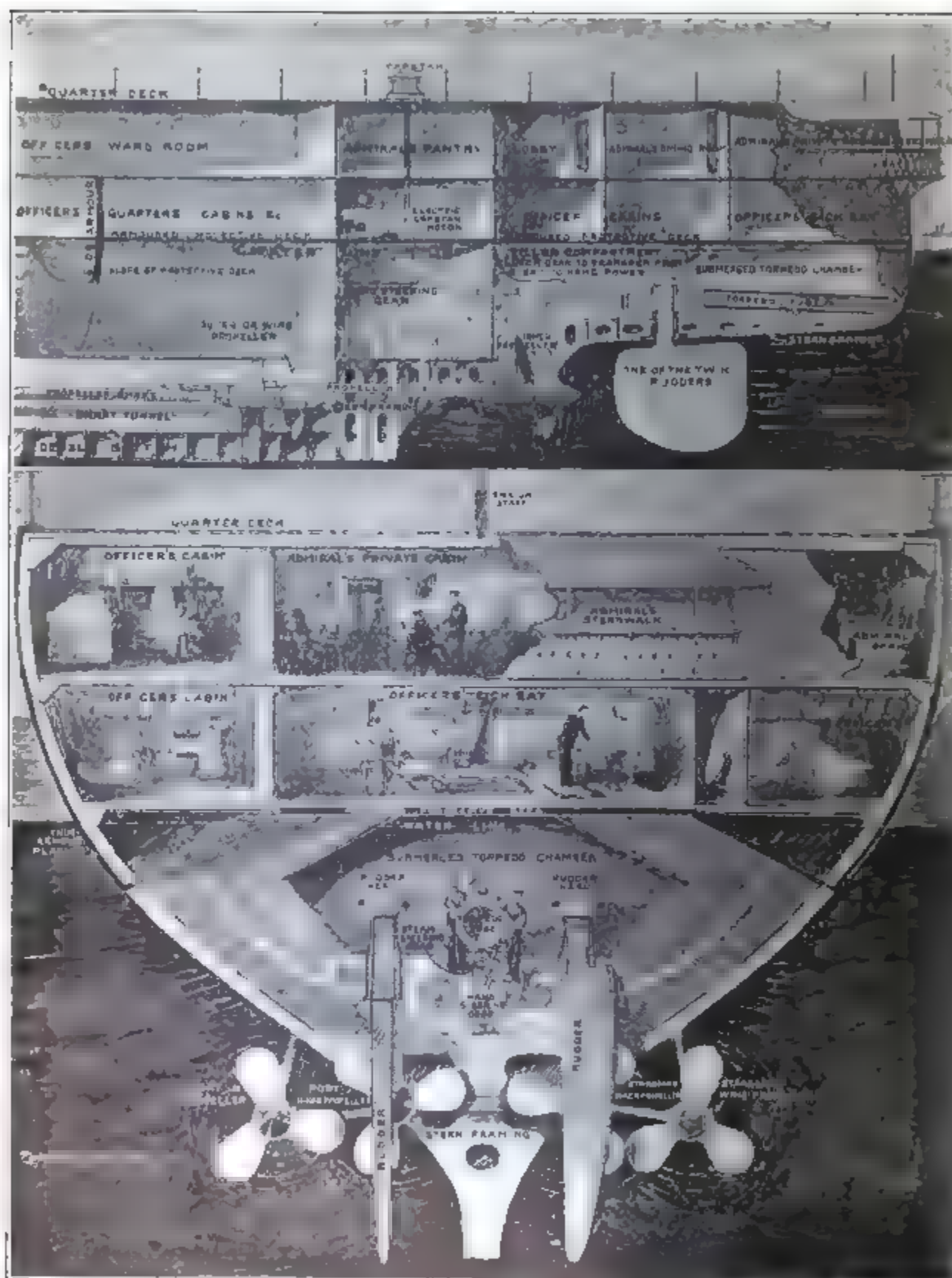
At present there are 23 States and the District of Columbia supporting Naval Militia organizations aggregating a force of 615 officers and 7,185 men, a total of 7,800 militiamen, organized under the laws of the various States bordering upon the seas and upon the

Great Lakes. The actual strength of the personnel of the Navy, on June 30, 1912, was 3,114 officers and 46,651 enlisted men, a total of 49,858. In the Marine Corps on June 30, 1912 there were 319 officers and 9,567 men, a total of 9,886 men.

COST OF SHIPS OF THE UNITED STATES NAVY.

The cost of some of the ships of the United States Navy, exclusive of the cost of armor and armament, is as follows: Armored ships, "Arkansas," \$4,694,680; "Connecticut," \$3,989,990; "Florida," \$6,223,600; "Kansas," \$4,167,990; "Louisiana," \$3,989,990; "Minnesota," \$4,112,715; "Montana," \$4,726,968;

"New Hampshire," \$7,792,000; "Nevada" (building), \$10,714,000; "North Carolina," \$4,726,968; "North Dakota," \$4,380,565; "Oklahoma" (building), \$10,714,000; "Pennsylvania" (building), \$7,402,400; "Tennessee," \$4,726,968; "Texas," \$5,678,420; "Vermont," \$4,182,000; "Washington," \$4,726,968; "Wyoming," \$4,673,700.



Courtesy of "The Illustrated London News."

THE STERN SECTION OF A "SUPER-DREADNOUGHT."

Longitudinal above.—Transverse below.

CHAPTER XVI.

AVIATION.*

BY DR. A. F. ZAHM.

EVOLUTION OF AIR CRAFT.

The science of aerial locomotion divides naturally into four parts—two relating to aerostation, or the science of buoyant air ships; two relating to aviation, or the science of flying machines. Each of these main branches may in turn be subdivided into two parts, one relating to power craft, the other to passive or motorless craft. Thus in aerostation we have power-driven or dirigible balloons, and we have free balloons which, being devoid of motive power, drift helplessly with the wind; while in aviation we have the various types of power-driven flying machines and the various forms of passive gliding or soaring machines, which travel through the air by the force of gravity, or by virtue of pre-

viously acquired momentum, or by the aid of favorable wind currents. These four branches all have their votaries, all have their specialized types of aerial vehicles; all save one form the basis of special and rapidly growing industries, involving, certainly in the case of power craft, millions of dollars of capital. The least successful of the four types of air craft is the soaring or gliding machine, because it has not yet received adequate attention; but when fully developed it may become of considerable importance among the various kinds of aerial locomotion. We shall consider briefly the growth and present status of these various popular and captivating modes of travel.

GROWTH OF PASSIVE BALLOONS.

The invention of the passive balloon is usually accredited to those two French brothers, Joseph and Stephen Montgolfier, who in June, 1783, first launched publicly a large paper bag inflated with hot air. But in truth they have to share the honor with several others. Prof. Charles, that same summer, constructed and publicly launched the first hydrogen balloon; Cavallo, in England, a year previously, made hydrogen soap bubbles which rose beautifully in the air; and Dr. Black, half a decade earlier, proposed to make a thin light vessel rise in the air by inflating it with hydrogen, a gas then recently discovered by Cavendish. The use of coal gas for inflation, constituting an important advance, though not an invention, was made in 1821 by George Green, of England.

The chief constructional features and navigation appliances of the practical gas balloon were devised or introduced by Prof. Charles and Mr. Green. Charles first covered the gas

bag with a net from which the car or basket was hung by means of suspension ropes attached to a concentration ring at the bottom of the net. He invented the balloon valve and used it, together with sand ballast, to regulate his elevation. He also introduced the balloon anchor to arrest the balloon on reaching earth, the barometer for showing the altitude, dissolved rubber varnish to render the envelope impermeable. Green gave the balloon its modern net with small suspension ring, and first used the drag rope, trailing down from the basket along the earth's surface, to maintain an even altitude. After these two pioneers came John Wise, of America, who first used the ripping panel, a ribbon covering a vertical seam in the upper half of the envelope in such a way that, on landing, it can be quickly jerked off, to allow the bag to collapse on the ground instantly.

Some very large passive balloons have been made for amusement or scientific exploration, but these could

* Copyright 1912, Munn & Co., Inc.



FLIGHT OF DIRIGIBLE ACROSS COUNTRY.

easily be surpassed in size. The largest hot air balloon, *La Flesselle*, launched at Lyons in 1784, measured 100 feet in diameter by 130 feet high. Comparable with this in size was the hydrogen balloon, *The Prussia*, of 300,000 cubic feet volume, with which Prof. Berson and Dr. Süring rose to the highest elevation yet attained by man—35,600 feet, or nearly seven miles. The largest hydrogen balloon, cubing 450,000 feet and carrying forty passengers at once, was used by Giffard to give sightseers a view of Paris at the Exposition of 1878.

The longest voyage in a spherical balloon yet recorded is that of Emile Dubonnet and P. Dupont. Sailing from La Motte-Brenil, France, Jan. 7, 1912, they landed next day at Soko-

lowska, Russia, after a continuous journey of 1954 kilometers, or 1216 miles. The previous world's record was held by Count de la Vaulx. Starting from Vincennes, France, in October, 1900, he landed at Korosticheff, Russia, having traversed 1,193 miles in 35¾ hours. A close second to this record was made by A. R. Hawley in his spherical balloon *America*, aided by Augustus Post, in the Gordon Bennett International Balloon Race of 1910. Sailing from St. Louis, October 17, they drifted 1,173 miles from their starting point, and landed in a great forest at Peribonka River, North Lake Chillogoma, Canada, where they were lost for several days.

GROWTH OF POWER BALLOONS.

In the year succeeding the invention of the passive balloon the Robert brothers, who had been constructors

for Prof. Charles, and had first made rubber varnish, devised and built the first elongated dirigible. This was a

melon-shaped silk bag, 52 feet long by 32 feet in diameter, supporting a longish car propelled by six silken oars and guided by a silk rudder. It was a successful dirigible, but too slow to be of any value, for it was driven by hand power and traveled at only a walking pace.

Gen. Meusnier that same year devised a similar shaped balloon, but having coaxial screw propellers between the car and bag, to be actuated by eighty men. The hull comprised a melon-shaped hydrogen bag inside a slightly larger air bag always pumped full and taut so as to resist deformation. Stabilizing planes placed on the outside, as in the modern dirigible, were to control the poise of the vessel. The buoyant hull and suspended car were to be kept in alignment by suitably inclining and crossing the suspension cords. The Meusnier design was indeed a creation of fundamental importance which, for want of engine power, had to wait upwards of a century before it could be practically employed.

The first torpedo-shaped balloon was Jullien's model of 1850, made of gold beaters' skin, measuring 23 feet long and weighing $2\frac{1}{2}$ pounds. It was driven by clock-spring-actuating twin propellers at either side of its bow, and had a double rudder at its stern. It could navigate steadily against a moderate wind. Aerodynamically this tiny model excelled in design all other dirigibles produced during the first century of aeronautics, and was the harbinger of the swift modern air cruisers of the most effective shape and equipoise.

During the remainder of the nineteenth century steam, electric and gas motors were in turn applied to the propulsion of airships, but with meager success. In 1852 Giffard, in a spindle-shaped balloon 143 feet long by 39 feet in diameter, and driven by a three-horse-power steam engine actuating an 11-foot screw, voyaged from Paris at a sustained speed of six miles an hour through the air and with good control. In 1872 the German Haenlein, with a cucumber-shaped coal gas balloon 164 feet long by 30 feet in diameter, driven by a gas engine taking fuel from the envelope, and actuating a single screw, attained a speed of ten miles per hour. In 1884 Renard and Krebs, in a torpedo-shaped dirigible 165 feet long by 27.5 in major diam-

eter, driven by an electric battery motor, actuating a screw propeller, made the first return voyage against a moderate wind. The vessel showed excellent control, attained an average speed of 14.5 miles an hour, and was of model workmanship; but for lack of power it was practically abandoned till the advent of the automobile engine.

In 1898 Santos-Dumont, emulating the German Wölfert, who in 1880 first attempted to drive a dirigible with a benzine engine, sailed aloft in a spindle-shaped balloon 82 feet long by 11 feet in diameter, driven by a motor-cycle engine of $3\frac{1}{2}$ horsepower, carried in the car suspended beneath the envelope. Finding this vessel manageable and swift enough to make his clothes flutter, and amply rigid when its balonet or internal air cell was properly inflated, he in subsequent years built fifteen more dirigibles of various designs. The speed of the best of these varied from fifteen to upwards of twenty miles per hour. They may be considered as the successful prototypes of the great non-rigid air cruisers which so quickly followed in France, Germany and elsewhere.

In 1900 Count Zeppelin, emulating the Austrian, Schwartz, who in 1897 first tentatively drove a rigid metal balloon with a petrol motor, launched the first of his huge rigid dirigibles. Its hull, which was framed of aluminum and contained seventeen compartments holding buoyant hydrogen bags, measured 416 feet long, 38 feet across, cubed 400,000 cubic feet, weighed nine tons, and had a displacement of ten tons. It was driven by two petrol engines actuating four screw propellers mounted directly on the underside of the hull, two forward and two aft. Subsequently larger vessels, with passenger compartments running along the bottom of the hulls, accommodating twenty to thirty passengers, were built and powered with engines adequate to attain velocities of over forty miles per hour. The large vessels have required for inflation nearly 700,000 cubic feet of hydrogen, have weighed some fifteen tons and lifted four or five tons of useful load, have voyaged continuously twenty to forty hours, and have made continuous journeys of 500 to 1,000 miles in length. *Zeppelin X.*, called the *Schwaben*, a regular transportation airship with accommodations for 24 passengers, made in

COUNT VON ZEPPELIN'S GREAT WORK EXPRESSED IN FIGURES.

Air-ship	Year	Gas capacity in cubic feet	Number of gas-tight compartments	Length in feet	Breadth in feet	Number of engines	Total horse- power	Number of pro- pellers	Speed in miles per hour
I.	1900	399,000	17	419.9	37.25	2	29.4	4	17.4
II.	1905-06	399,000	16	419.9	37.25	2	170	4	27 ?
III.	1906-07	399,000	16	419.9	37.25	2	170	4	28
	1908-09	427,300	17	446.2					29.2
	1912								33 ?
IV.	1908	547,400	17	446.2	42.65	2	210	4	27-29
V.	1909	547,400	17	446.2	42.65	2	210	4	28.6
VI.	1909-10	547,400	17	446.2	42.65	3	220	4	30.3
	1910	565,000	18	472.4	42.65		345	6	33.6
VII.	1910	681,600	18	485.6	45.93	3	400	4	32 ?
VIII.	1911	681,600	18	485.6	45.9	3	100	4	34.8
IX.	1911	600,000	16	433.1	45.9	3	450-460	4	35
		640,000	17	459.3					48
X.	1911	681,600	18	485.6	45.9	3	450-460		48
XI.	1912	681,600	18	485.6	45.9	3	450-460		44
									45

1911 over 100 trips, aggregating 8,500 miles and carried 2,300 persons. Regular excursion tickets can now be purchased in New York by outgoing tourists which, on presentation at the Zeppelin airport at Friedrichshafen, entitle the bearer to an airship voyage, usually conducted on schedule time, over some of the most beautiful and interesting regions of Germany and with the accommodations of a modern palace car. The above table gives the dimensions, power and speed of Count Zeppelin's various dirigibles up to 1912.

Rivaling these unique rigid dirigibles, at least in celerity and control, if not in size, are the great non-rigid dirigibles of Gross and of Parseval in

Germany, of Clement and of Julliot in France, and of the national government in Italy. These all comprised elongated silk bags, more or less whale shaped, from which were suspended the car carrying the crew and passengers and the mechanism of propulsion and control. Scores of these large non-rigid dirigibles sprang into being for sportive or military use, powered sufficiently to run all day, to voyage hundreds of miles, and to attain speeds of thirty to forty miles an hour. The *Parseval* in particular has an excellent reputation for the speed and precision with which it carries passengers on schedule time above the city of Berlin and over some of the most interesting historical places in Germany.

GROWTH OF PASSIVE FLIERS.

For many decades two kinds of passive flight have been recognized in nature, and have been understood to be achievable by man. One is volplaning, or gliding by aid of gravity or acquired momentum; the other is soaring, or gliding by force of the wind without loss of altitude. Human volplaning has been so far perfected as no longer to be a novelty; human soaring is a much neglected art, though doubtless capable of very great development.

The permanent art of passive man-flight dates from Otto Lilienthal's experiments near Berlin in the early nineties of the last century, though

long previous to that time some wonderful feats of gliding and soaring, of both men and models, were reported by reliable witnesses. Lilienthal made numerous glides several hundred feet in length, down hill slopes, sometimes pausing in the air or rising considerably above his launching place. Sometimes also he wheeled about and returned nearly to his starting point. At first he used a monoplane glider, then a biplane, in each case controlling his poise in the air by shifting his weight as he hung by his arms underneath the kite-like motorless craft. He finally prepared to convert his glider into a dynamic aeroplane by

adding a light engine; but in an unlucky glide his structure gave way and dropped him to his death among its tangled wreckage—the protomartyr!

Lilienthal's work was continued by various disciples, mainly American, who perfected his structural designs and means of balance. Chanute and Herring in the latter nineties developed the familiar Chanute biplane, whose Pratt truss arrangement of two superposed concave surfaces is now commonly used in many types of power aeroplanes. They, too, maintained their aerial poise by shifting their suspended weight. Early in the twentieth century the Wright brothers, of Ohio, and Prof. Montgomery, of California, introduced in practice the modern dynamic system of controlling an aeroplane in passive flight without shift of the operator's weight, though, broadly speaking, their devices had been previously invented and published by various other votaries of aviation, as will be shown later.

The records for volplaning have not been kept with much care, but some are well attested. Lilienthal, Chanute and Herring and the Wrights all performed short flights of usually less than 1,000 feet, along sloping ground. Montgomery in 1905 launched from a balloon 4,000 feet in air a glider bearing on its back a dauntless aeronaut, Maloney, who by means of wing warping and a double rudder guided it, with many a playful dip and wheel, securely down to a designated spot, where he landed in safety. With a like aerial glider another Montgomery aeronaut cut corkscrews in the air. The record for volplaning in a power machine, which really becomes a glider when the motor stops, is held by Lincoln Beachy, who during the Chi-

cago meet of 1911, glided sheer down to earth in a Curtiss biplane from an elevation of 11,642 feet.

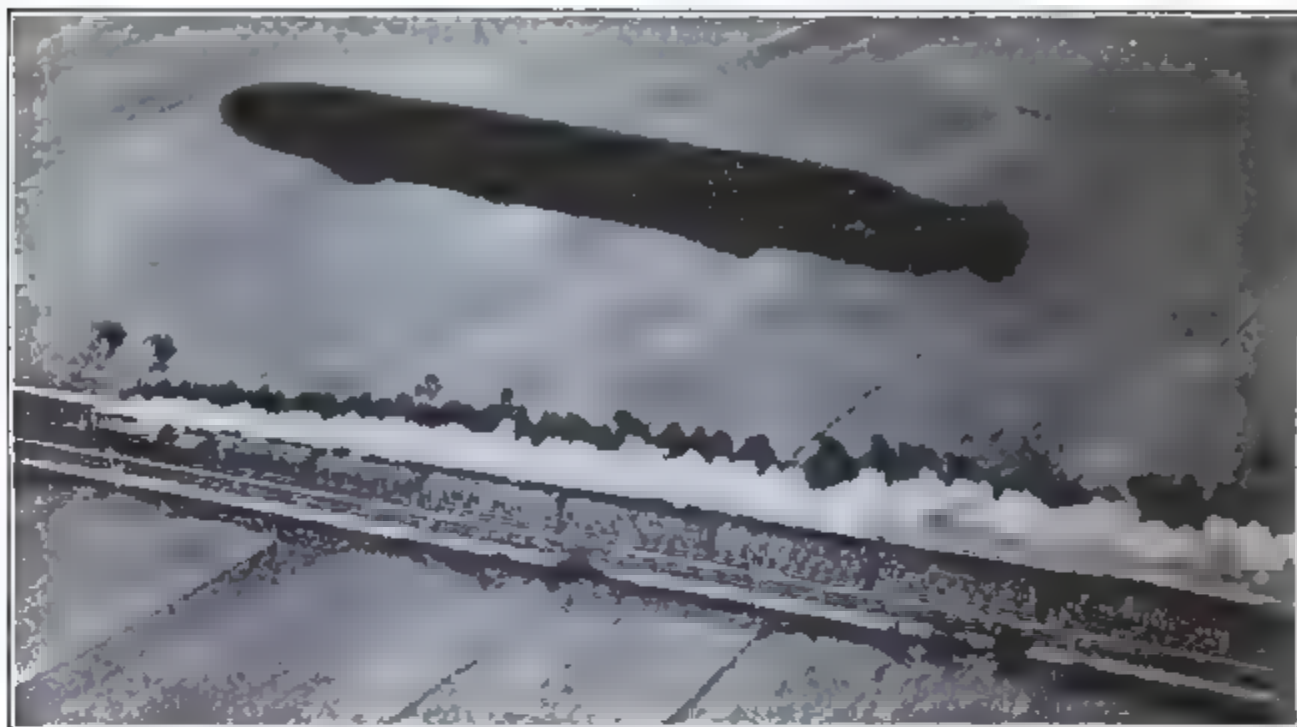
The records for soaring are briefer, and some are not so well attested. In 1859 Capt. Le Bris, piloting a glider patterned after an albatross, soared 300 feet high and descended safely to earth. This on the authority of De la Landelle, who wrote a history of aeronautics, published in 1884, and who had the account from Le Bris's neighbors. Mouillard, nearly twenty years ago, soared 138 feet over a prairie after an initial run and jump across a roadside ditch with a glider strapped to his waist. Many recent aeroplanists have been carried well upward by rising wind currents. During the gliding experiments of Chanute and Herring one of the operators was raised by the wind some forty feet high, then landed almost in his tracks without serious shock. Lateral glides along the hillside were also made, one forty-eight seconds in length, which showed the possibility of patrolling to and fro in such places. Mr. Atwood relates that while flying over a mountainous country he once encountered an upsloping current which lifted him over 1,000 feet high. Orville Wright was supported on such an ascending current above a hill slope for nearly ten minutes, sometimes stationary, again gliding forward or backward, and sometimes rising to a considerable elevation above the starting point. Mr. Ludolph Schroeder relates that in May, 1908, he launched from the Palisades, on the Hudson, a riderless glider six feet long, made of one-inch pine boards, and saw it caught up by the oncoming wind and carried hundreds of feet high and many thousand feet to the west of the river.

GROWTH OF POWER FLIERS.

From time immemorial aviation had been cultivated in a crude, tentative and unpromising fashion before any noteworthy and definite progress began to be recorded. Such progress dates from the first decade of the nineteenth century. Prior to that time many volant devices had been tested, and some little flying had been achieved, but no permanent and substantial contribution to either the science or art of dynamic flight had been transmitted to succeeding generations.

England made the first substantial

contribution to the science of aviation. In 1809 and 1810 Sir George Cayley published in Nicholson's Journal, now the Philosophical Magazine, a paper describing his experiments with large aerial glider models, and setting forth the principles of design conducive to inherent stability. He clearly conceived and explained the advantage of placing the wings of an aeroplane at a dihedral angle to one another, as soaring birds do, to maintain a pendulous lateral equilibrium, and he employed that device. He anticipated by sixty years the Frenchman, Pénau-



THE OFFENBURG-FREIBURG EXPRESS RACING WITH AND SNAPSHOTTED
FROM THE ZEPPELIN AIR-SHIP "SCHWABEN."



Courtesy of "The Illustrated London Times."

THE AIR-SHIP "ZEPPELIN III" FLYING OVER THE ELBE DURING A SEVERE
THUNDERSTORM.

in providing for fore and aft equilibrium by setting the tail, or horizontal rudder, at a slightly negative angle, so that when the flier plunges too swiftly downward the increasing pressure on top of its tail causes the bow to rise until the speed and course of flight attain their natural uniformity. From the weight and observed rate of descent of his glider model he computed the work of gravity expended in its propulsion, and thence proceeded to estimate the power and weight of an artificial motor that should drive a dynamic aeroplane. Finding the cumbersome steam engine of his time inadequate, he conceived the idea of employing an internal combustion engine in its place, thus anticipating the modern aeronautical motor. Indeed, the contributions to the science of flight made by Sir George Cayley seem to be the most radical, fundamental and original of any that have been recorded up to the present time by the promoters of mechanical flight.

The English engineer, Samuel Henson, made the next substantial advance in the devices and principles of aviation. He had not the originality and scientific method of his illustrious predecessor, Cayley; but, as patent lawyers phrase it, he "reduced to practice" his remarkable conception of a dynamic aeroplane. In 1842, he patented a monoplane having all the mechanical features essential to successful flight. It was provided with a horizontal and a vertical rudder operable by the pilot to control the poise of the flier about corresponding axes, and was furnished with a vertical keel surface, placed above the center of gravity, to aid in steering and to lend inherent lateral stability, on the principle of the side planes in a box kite. Henson's monoplane was thus equipped as well for security of poise and control in flight as a practical modern aeroplane of the Voisin type. Its wings, which were of very efficient shape, were trussed and covered very much like those of a modern monoplane. The machine was to be propelled by an engine actuating twin screws, like the successful models of Tatin, Langley and others of later date; and was provided with a three-wheel chassis for starting and landing, as commonly practised nowadays by machines of the Curtiss type.

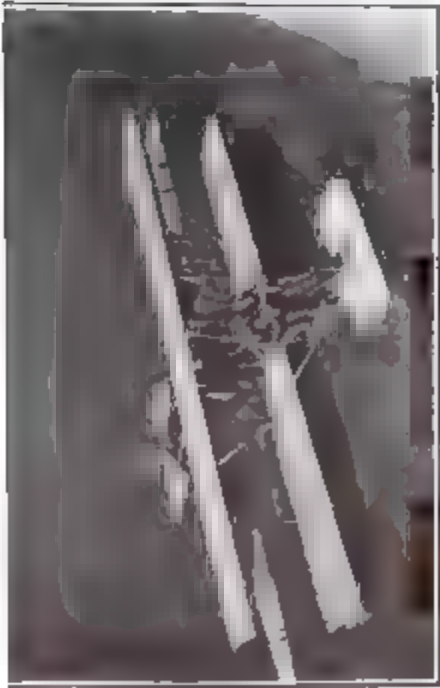
Thus, while Cayley first set forth the scientific principles of flight, Hen-

son may be called the first practical inventor of the commercial aeroplane, in so far as he first disclosed and patented an invention capable of sustained flight with passengers. His system of control was the same in principle as that of the early Voisin machine in which Paulhan once flew 82 miles in gusty weather. For lack of suitable motive power, however, Henson wisely refrained from constructing a full-size machine.

In 1846 Stringfellow, who had previously experimented with Henson, built a steam model aeroplane of about the size of a large soaring bird, and weighing altogether, with fuel and water, 6½ pounds. A special feature of this model was that its main surfaces were sloped like the wings of a bird, slightly concave below and feathered toward the back; thus making it more efficient and stable in flight. With a good head of steam, and propellers whirling, the model ran down a stretched wire, leaped into the air "and darted off in as fair a flight as it was possible to make, to a distance of about 40 yards." This was the first power-driven aeroplane model to fly successfully and balance itself in the air.

In 1868 another Englishman distinguished in aviation science, Mr. F. H. Wenham, published a paper setting forth the aerodynamic advantages of driving aeroplanes long edge first, to increase their lift, and of placing several surfaces one above the other to secure ample support with moderate wing spread. He may thus be regarded as the first inventor of a biplane or multiplane. He reduced to practice these ideas by patenting a multiple surface aeroplane, and making a tentative glider on which the pilot should lie prone in flight.

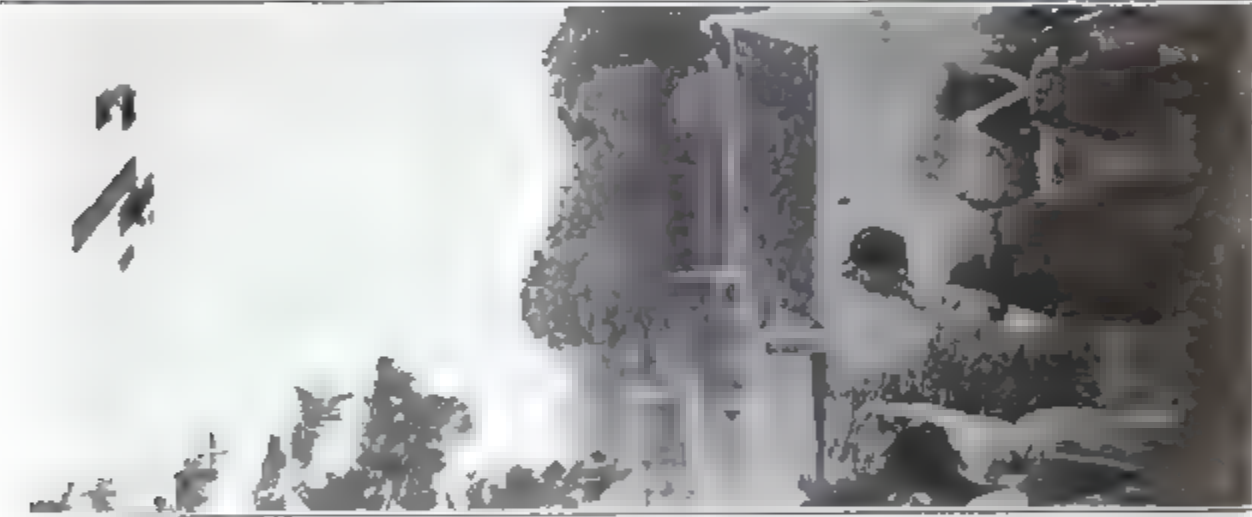
Profiting by this new principle of construction and support, Stringfellow in 1868 built a triplane model propelled by twin screws actuated by a high pressure steam engine contained in a double-wedge shaped car, which car moreover served as a steady-
ing keel. The sustaining part of this machine comprised three superposed parallel planes held rigidly in place by vertical posts and oblique tie wires. He was thus first to use the Pratt truss arrangement common to the biplanes and multiplanes of the present day. The little model flew in the Crystal Palace, London, but with in-



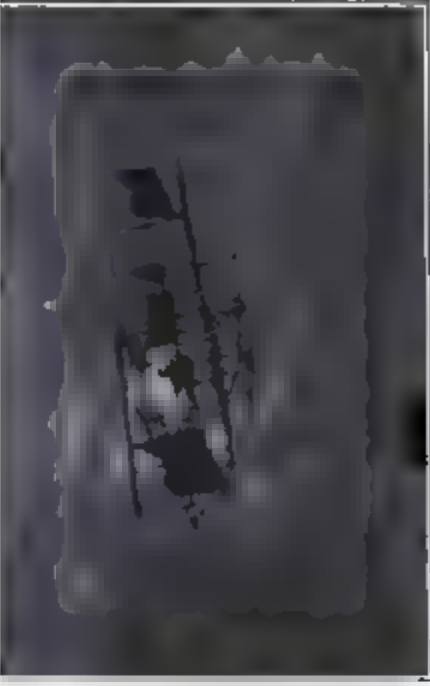
CURTISS MILITARY HYDRO-AEROPLANE



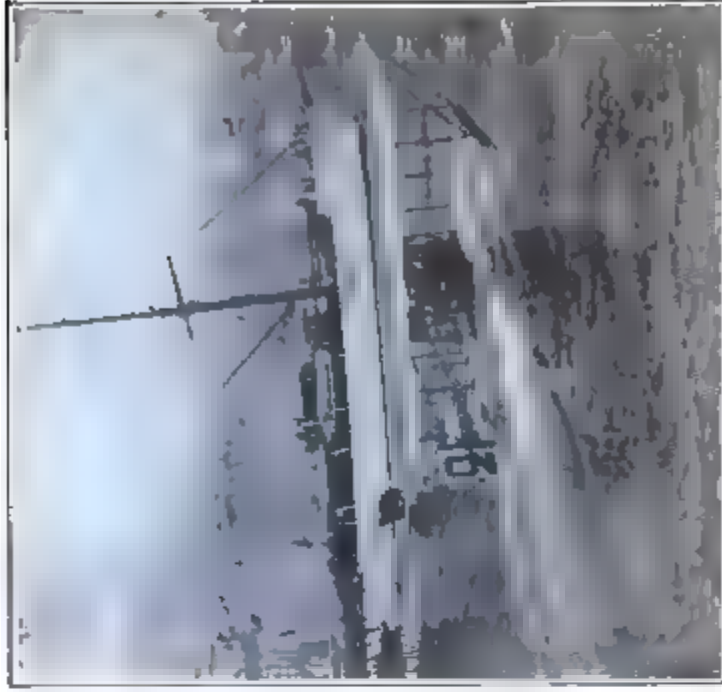
CURTISS BIPLANE



FARMAN FLYING OVER MÉZIERES.



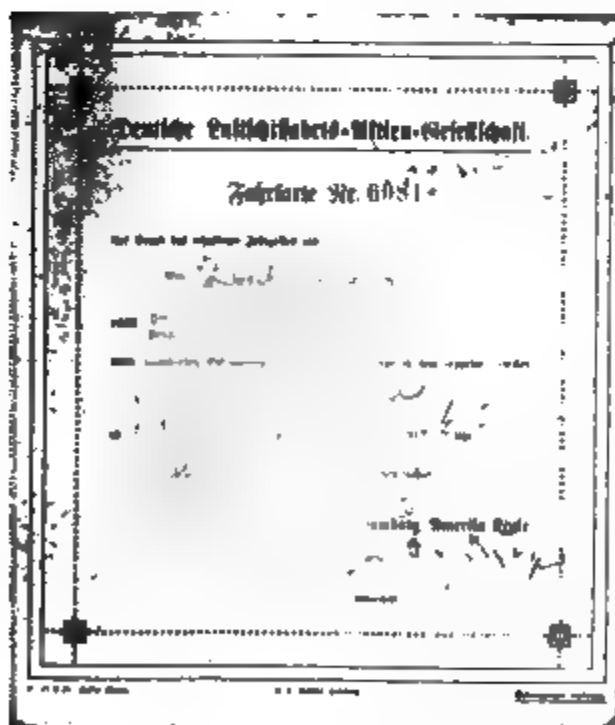
BOLAND BIPLANE.



ROBINSON IN CURTISS HYDRO AEROPLANE.

different success. It now hangs from the ceiling of the American Museum at Washington, along with other historical model fliers.

In 1884, Horatio Phillips, of England, who had tested a great variety of model wing forms in a wind-tunnel, patented a shape very like the wing of a good modern aeroplane. He was the first to show the world quantitatively, by published researches and by actual use in experimental aeroplanes, the superior merits of arched surfaces, both single and superposed. Phillips' wing-shape has been adopted with various modifications in many notable aeroplanes of recent years. Investigations leading to similar results were conducted in Germany, by Otto Lilienthal and his brother. Their results were published in the succeeding decade, and amply tested in several man-carrying gliding machines, both monoplanes and biplanes, with which many hundred successful glides down hill slopes were made. Finally Octave Chanute, the distinguished American railway and bridge engineer, aided by Mr. A. M. Herring, perfected the two-surface glider, and developed the finished type of structure now commonly known as the Chanute biplane. A particular feature of the original Chanute glider for securing inherent lateral stability were the vertical side planes,



DIRIGIBLE AIR-SHIP TICKET.
PRICE \$50.00.

first used by Lawrence Hargrave, inventor of the box kite.

The now very commonly used system of controlling the poise of an aeroplane in flight was invented and disclosed many times before the advent of practical flying. In 1868 Matthew Boulton of England first gave to the world a system of control comprising a vertical rudder, a horizontal rudder, and a pair of reverse turning ailerons operable by hand or automatically. He was therefore the original inventor of the three-torque, or three-rudder, system in aviation. In 1893 the system of torsional wings together with vertical and horizontal rudders for controlling flight was publicly described by the present writer* in America and by Felix Ader in France, who embodied it in his monoplane. This system was practically employed, in one form or another, by the Wright brothers and by Prof. Montgomery, early in the twentieth century. The first public demonstration of the system was made by Montgomery as early as April, 1905. In 1899 Hugo Mattullath, of New York, drew up patent specifications, later allowed by the U. S. Patent Office, for a hydroaeroplane with two floats and a control system comprising a vertical rudder and aileron-like surfaces on either side of his machine fore and aft. The common aileron system seems to have been first practically used and indeed reinvented early in 1908, by the Aerial Experiment Association, at Hammondsport, N. Y.

As to the first human power flights, Ader in 1890 is reported to have flown 150 feet in a wheel-mounted monoplane driven by a steam engine actuating twin screws, and controlled in flight by independently operable horizontal and vertical rudders and reversely warpable wing tips. The construction of his machine is well known, but its flights are not well authenticated. Maxim three years later rose from a track in a steam driven multiplane, the largest yet built, weighing 3.5 tons and lifting more than a ton of extra load. It had horizontal and vertical rudders, but no torsional wings and, because of its low center of

*The writer also applied the system in the winter of 1903, to the design, for the American Transit Co., of a wheel mounted aeroplane with stream-line body enclosing the aviator and having transparent walls.

gravity, it was too unsteady for practical flight. Owing to their excessive waste of fuel and water, both the Ader and the Maxim power plants were unsuitable for long voyages in the air.

The first dynamic aeroplane of adequate stability and power to carry a man in prolonged flight was that of Dr. Langley, completed in 1903. The famous secretary of the Smithsonian Institution and his assistant, Charles M. Manley, by designing and constructing a suitable motor, surmounted the last formidable, the hardest, the centuries old obstacle in the development of an aeroplane adapted to human flight. This was a gasoline engine of fifty-two brake horse power weighing two hundred pounds and competent to run for many hours under full load. Moreover they had provided for both inherent stability and effective manipulation of the machine in flight. The pilot could control the poise and course by several devices; he could shift his weight some feet in either direction; he could elevate and depress the rear double rudder, which when untouched insured steady longitudinal poise on the principle introduced by Pénau; he could steer to right and left by turning about its vertical axis a wind-vane rudder below and rearward of the boat. The wings were set at a dihedral angle, the lines of lift, propeller thrust and forward resistance passed through the centroid, or near it, thus providing for projectile and gravitational stability.

This machine was nearly a duplicate, on a four-fold scale, of the gasoline driven model which during the same year had flown many times with good inherent equilibrium, and this model in turn closely resembled in aerodynamic features the steam-driven model which flew and balanced itself successfully above the Potomac river in 1896. Naturally therefore, it was expected that, with a pilot on its back, the large machine would fly even more securely than its miniature prototype. Unfortunately this elaborately perfected monoplane met with an accident in launching, thereby bringing upon its inventor unmerited censure, and depriving him of the credit of having produced the first successful passenger aeroplane. But it is now understood by aeronautical engineers that his large machine, as well as the model, had all the elements essential to prolonged flight with good inherent

stability, and with sufficient manual control for practical service in moderate weather. Moreover Bleriot, in a tandem monoplane closely patterned after Langley's, made a successful flight in 1907.

Langley's culminating labors in aviation, though apparently thwarted in the hour of imminent triumph, left his colleagues in both hemispheres undaunted and optimistic. A score of sanguine experimentalists were now at work in either hemisphere. Archdeacon in France had offered a prize of 3,000 francs for the first person to fly publicly 25 meters, with a maximum descent not exceeding one-third of the range. Bleriot, Santos-Dumont, Voisin, Ferber, Levavasseur, Esnault-Pelterie, Phillips, Cody, Ellhamer, abroad, the Wrights, Berliner, Graham Bell, Montgomery in this country, and many others who eventually built successful aeroplanes, were now pursuing aviation with unwavering confidence. The Wrights, in this country, and Phillips abroad were the first to achieve a measure of success; the former in December, 1903, when one of them flew for fifty-nine seconds in a wheelless biplane driven by a gasoline motor; the latter in 1904, when he flew across a field in a wheel-mounted gasoline-driven multiplane. But these were private flights of no avail to the profession generally, except that the report of the Wright experiments stimulated others to increased activity which soon led to success in several localities, while the Wrights were still concealing their apparatus. The first flights made before the technical public were, in Europe, those of Santos-Dumont and Ellhamer, in America, those of the Aerial Experiment Association at Hammondsport, New York. The latter was the first to demonstrate before technical men the merits of the three-rudder system of control on a dynamic aeroplane. Henceforward the art advanced with prodigious strides, under the munificent patronage of a marveling and delighted public.

Among the recent improvements employed in present-day aeroplanes are the wheeled-landing skids, the various automatic stabilizing surfaces and the aquatic appliances. Landing skids were familiar in the art during the last decade of the nineteenth century, and skids combined with wheels, to which they were elastically attached, were introduced by Henri Farman in

1900. Among the automatic stabilizing surfaces may be noted, in addition to the rigid dorsal fin first patented by Henson, the elastic rearward protruding wing-tips and the elastic tail introduced by the Austrian engineer, Etrich, and the pendulum-operated controlling surfaces devised and tried by various experimentalists, but not yet generally adopted. The aquatic devices proposed many years ago, and first practically employed by Curtiss in America, which enable an aeroplane to rise from the water and land thereon, constitute perhaps the most radical modern improvement in aviation, virtually adding a new and very

important domain to the empire of dynamic flight.

Following the successful inauguration of the flying-machine for sportive and military uses, special types of aeroplanes were rapidly developed for the attainment of special ends. Machines of stream-line form with powerful motors, and limited wing surface, were used to attain high speed, as the Nieuport, Deperdussin, Esnault-Pelterie, etc.; machines of large wing surface and great power were used to carry large burdens, etc. Without presenting the details of construction, the following tables exhibit the marvelous progress of the art as told by the records of well attested flights.



THE \$2,400 SCIENTIFIC AMERICAN TROPHY WON BY GLENN H. CURTISS. (Page 456.)

AMERICAN AVIATION RECORDS (IN CLOSED CIRCUIT, WITHOUT STOPS).

A. SPEED.

1. Time on a Given Distance.

(a) Aviator Alone.

Distance Miles	Holder	Place	Date	Machine	Motor	Time
5	Jules Vedrines	Clearing, Ill.	Sept. 9, 1912	Deperdussin	140 Gnome	1'48.38"
10	Jules Vedrines	Clearing, Ill.	Sept. 9, 1912	Deperdussin	140 Gnome	3'27.87"
15	Jules Vedrines	Chicago, Ill.	Sept. 9, 1912	Deperdussin	140 Gnome	5'11.38"
20	Jules Vedrines	Clearing, Ill.	Sept. 9, 1912	Deperdussin	140 Gnome	6'55.95"
30	Jules Vedrines	Clearing, Ill.	Sept. 9, 1912	Deperdussin	140 Gnome	10'32.51"
40	Jules Vedrines	Clearing, Ill.	Sept. 9, 1912	Deperdussin	140 Gnome	14' 8.59"
50	Jules Vedrines	Clearing, Ill.	Sept. 9, 1912	Deperdussin	140 Gnome	17'34.89"
100	Jules Vedrines	Clearing, Ill.	Sept. 9, 1912	Deperdussin	140 Gnome	33'16.65"
150	Jules Vedrines	Clearing, Ill.	Sept. 9, 1912	Deperdussin	140 Gnome	53' 4.73"
200	Jules Vedrines	Clearing, Ill.	Sept. 9, 1912	Deperdussin	140 Gnome	1 hr. 10'56.89"
250	St. C. Johnstone	Mineola, N.Y.	July 27, 1911	Moisant	50 Gnome	3 hr. 32'53.5"

(b) Aviator and One Passenger.

10	C. Grahame-White	Nassau Boulevard, N.Y.	Sept. 30, 1911	Nieuport	70 Gnome	6'13 2/5"
20	C. Grahame-White	Nassau Boulevard, N.Y.	Sept. 30, 1911	Nieuport	70 Gnome	12'26 3/5"
30	C. Grahame-White	Nassau Boulevard, N.Y.	Sept. 30, 1911	Nieuport	70 Gnome	18'42"
40	C. Grahame-White	Nassau Boulevard, N.Y.	Sept. 30, 1911	Nieuport	70 Gnome	24'49 4/5"
50	C. Grahame-White	Nassau Boulevard, N.Y.	Sept. 30, 1911	Nieuport	70 Gnome	31'01 3/5"
5	T. O. M. Sopwith	Chicago, Ill.	Aug. 15, 1911	Wright	30 Wright	6'56 2/5"

2. Distance in a given time.

(a) Aviator Alone.

40	Jules Vedrines	Chicago, Ill.	Sept. 9, 1912	Deperdussin	140 Gnome	15'
50	Jules Vedrines	Chicago, Ill.	Sept. 9, 1912	Deperdussin	140 Gnome	30'
100.6	Jules Vedrines	Chicago, Ill.	Sept. 9, 1912	Deperdussin	140 Gnome	1 hr.
141.97	St. C. Johnstone	Mineola, N.Y.	July 27, 1911	Moisant	50 Gnome	2 hrs.
214.57	St. C. Johnstone	Mineola, N.Y.	July 27, 1911	Moisant	50 Gnome	3 hrs.
283.628	St. C. Johnstone	Mineola, N.Y.	July 27, 1911	Moisant	50 Gnome	4 hrs.

(b) Aviator and One Passenger.

24.14	C. Grahame-White	Squantum, Mass.	Sept. 4, 1911	Nieuport	70 Gnome	18'
36.24	C. Grahame-White	Nassau Boulevard, N.Y.	Sept. 30, 1911	Nieuport	70 Gnome	30'

3. Greatest Speed Obtained, whatever the length of the flight.

(a) Aviator Alone.

Holder	Place	Date	Machine	Motor	Speed per Hour Kilo. Miles
Jules Vedrines	Chicago, Ill.	Sept. 9, 1912	Deperdussin	140 Gnome	174.1 108.18
C. Grahame-White	Squantum, Mass.	Sept. 4, 1911	Nieuport	70 Gnome	101.763 63.232
T. O. M. Sopwith	Chicago, Ill.	Aug. 15, 1911	Wright	30 Wright	56.263 34.96

AMERICAN AVIATION RECORDS—Continued.

B. GREATEST DISTANCE.

Holder	Place	Date	Aviator Alone.	Moisant	50 Gnome	Distance Covered Kilo 283.628	Miles 176.238
St. C. Johnstone	Mineola, N.Y.	July 27, 1911					

C. DURATION.

Holder	Place	Date	Aviator Alone.	75 Curtiss	6 hrs. 10' 35"
Lieut. J. H. Towers, U.S.N.	Annapolis, Md.	Oct. 6, 1912			
W. E. Johnson	Bath, N.Y.	Oct. 31, 1912	Thomas biplane	65 Kirkham	3 hrs. 51' 15"
Lieut. T. deW. Milling, U.S.A.	Nassau Boulevard, U.S.A.	Sept. 26, 1911	Burgess-Wright	30 Wright	1 hr. 54' 42 3/5"

D. ALTITUDE.

Holder	Place	Date	Aviator Alone.	75 Curtiss	Altitude Attained Metres 3,548.5	Feet 11,642
Lincoln Beachey	Chicago, Ill.	Aug. 20, 1911				
John Guy Gilpatric	Dominguez Field Los Angeles, Calif.	Nov. 28, 1912	Deperdussin	60 Anzani	1,422	4,665
R. Simon and T. O. M. Sopwith (tie).	Chicago, Ill.	Aug. 19, 1911	Bleriot's Simon 50 Gnome Sopwith	70 Gnome	500* (1,640 ft.)	3' 35"
C. Grahame-White *World's Records.	Nassau Boulevard, N.Y.	Sept. 30, 1911	Nieuport	70 Gnome	1,000* (2,280 ft.)	9 min.

E. ALIGHTING.

Holder	Place	Date	Machine	60 h.p. E.N.V.	1 ft., 5 1/2 in.
T. O. M. Sopwith	Nassau Boulevard, N.Y.	July 22, 1911	H. Wright biplane (Farman type)		

F. WEIGHT-CARRYING.

Holder	Place	Date	Wright	30 Wright motor	458 lbs.
P. O. Parmelee	Chicago, Ill.	August 19, 1911			

AEROSTATS (SPHERICAL) BALLOONS.

Holder	Voyage	Date	Distance—Kilo. 1887.6 (1172.9 miles)	Distance	Duration.
A. R. Hawley	St. Louis to Lake Tchotogama (Peribonka River), Quebec	Oct. 17-19, 1910			
C. B. Harmon	St. Louis to Edina, Mo.	Oct. 4, 1909			48 hrs. 26'

AMERICAN AVIATION RECORDS—Continued.

AIRSHIPS (DIRIGIBLE) BALLOONS

Name of Airship	Pilot	Speed.		Date	Speed per Hour
		Course Followed	Course Followed		
U.S. Signal Corps No. 1	T. S. Baldwin	Fort Myer to Cherrydale and return	Aug. 14, 1908	31.569 kilom. (19.61 miles)	
U.S. Signal Corps No. 1	T. S. Baldwin	Fort Myer to Cherrydale and return	Aug. 16, 1908	3 hrs. 1'50"	

Altitude Attained
7,265 meters (23,835 feet)

KITES

Altitude.
Date
May 5, 1910

Place
Mt. Weather Observatory, Wis.

THE AMERICAN MUSEUM OF SAFETY.

The American Museum of Safety, the twelfth institution of its kind in the world and the first in the United States, had its inception in two special exhibitions of safety in New York City—the first in 1907, lasting two weeks, and the second, in 1908, lasting two months. These beginnings led to the formal organization of the American Museum of Safety, which now holds a special charter of incorporation granted by the Assembly and Senate of the State of New York.

According to the Museum's special charter, the purpose of the institution is given as follows: "The objects of the corporation hereby created are to study and promote means and methods of safety and sanitation and the application thereof to city and all public and private occupations whatsoever; and of advancing knowledge of kindred subjects, and to that end to establish and maintain a museum, library and laboratories, and their branches wherever all matters, methods and means for improving the general condition of the people as to their safety and health may be studied, tested and promoted with a view to lessening the number of casualties and avoiding the causes of physical suffering and of premature death, and to disseminate the results of such study, researches, and tests by lectures, exhibitions and publications."



times. First, for a device for detecting fires at sea in holds, coal bunkers, etc. Second, for a safety scaffold that has practically eliminated hazard in this line of the building trades. Third, for a device for protecting workers on abrasive wheels. Fourth, to the Draeger Oxygen Apparatus Co., for the Pulmotor, an oxygen fed and driven device for artificial respiration.

THE CARNEGIE INSTITUTION.

This institution was founded by Mr. Andrew Carnegie for the promotion of original research in science, literature and art. He set aside \$10,100,000 for the purpose. The interest is used to conduct, endow and assist investigation in any department of science, literature, or art, and to this end co-operate with governments, universities, colleges, technical schools, learned societies, and individuals. The headquarters of the institution are in Washington. Mr. R. S. Woodward is the President, and Mr. C. H. Dodge is the Secretary. Many grants have already been made, and the investigations have been important.

The American Museum of Safety is absolutely non-commercial. No orders are taken, no exhibits are sold, and no charge is made for space. Many of the devices are patented but may be practical, home-made appliances evolved in the experience and practice of the individuals or firms exhibiting them. No exhibits are accepted unless they have decided safety features.

With a view to stimulating the invention and introduction of safety devices in all the industries, and the promotion of hygiene and sanitation, three Gold Medals are annually awarded by the American Museum of Safety. The Travelers Insurance Company's Medal, the Louis Livingston Seaman Medal and The Scientific American Medal. The "Rathenau" German Medal has just been added.

The Scientific American Medal has been awarded four times. First, for a device for detecting fires at sea in holds, coal bunkers, etc. Second, for a safety scaffold that has practically eliminated hazard in this line of the building trades. Third, for a device for protecting workers on abrasive wheels. Fourth, to the Draeger Oxygen Apparatus Co., for the Pulmotor, an oxygen fed and driven device for artificial respiration.

AVIATION WORLD RECORDS.

(Compiled by London Aeronautics.)

SPEED

	DISTANCE	TIME	PILOT	PLACE	DATE	AEROPLANE	MOTOR
Pilot Alone	5 km.	0 1 43.8	J. Védries	United States	Sept. 9, 1912	Deperdussin m.	160-Gnome
	10 "	0 3 28	J. Védries	United States	Sept. 9, 1912	Deperdussin m.	160-Gnome
	20 "	0 6 56	J. Védries	United States	Sept. 9, 1912	Deperdussin m.	160-Gnome
	30 "	0 10 32.2	J. Védries	United States	Sept. 9, 1912	Deperdussin m.	160-Gnome
	40 "	0 14 38	J. Védries	United States	Sept. 9, 1912	Deperdussin m.	160-Gnome
	50 "	0 17 39	J. Védries	United States	Sept. 9, 1912	Deperdussin m.	160-Gnome
	100 "	0 35 16.4	J. Védries	United States	Sept. 9, 1912	Deperdussin m.	160-Gnome
	150 "	0 52 32.2	J. Védries	United States	Sept. 9, 1912	Deperdussin m.	160-Gnome
	200 "	1 10 55	J. Védries	United States	Sept. 9, 1912	Deperdussin m.	160-Gnome
	250 "	2 7 54	M. Tabureau	France	July 13, 1912	Deperdussin m.	160-Gnome
	300 "	2 49 0	M. Tabureau	France	July 13, 1912	Deperdussin m.	160-Gnome
	350 "	3 26 18	E. Gilbert	France	Mar. 1, 1912	Morane Saulnier m.	50-Gnome
	400 "	3 55 27.2	E. Gilbert	France	Mar. 28, 1912	Caproni m.	60-Anzani
	450 "	4 24 44.2	E. Gilbert	France	Dec. 30, 1912	Clément-Bayard m.	50-Gnome
	500 "	4 54 0	E. Gilbert	France	Dec. 30, 1912	Clément-Bayard m.	50-Gnome
One Passenger	5 km.	0 32 38	E. Gilbert	France	Dec. 30, 1912	Clément-Bayard m.	50-Gnome
	10 "	0 31 1	M. Fouray	France	Sept. 11, 1912	Clément-Bayard m.	50-Gnome
	20 "	0 44 43.8	M. Fouray	France	Sept. 11, 1912	M. Farman b.	70-Renault
	30 "	1 1 39 0	M. Fouray	France	Sept. 11, 1912	M. Farman b.	70-Renault
	40 "	1 1 42	M. Fouray	France	Sept. 11, 1912	M. Farman b.	70-Renault
	5 km.	0 2 58	H. Bier	Austria	Oct. 1, 1912	Erich m.	120 Austrian-Daimler
	10 "	0 4 24.8	Legagneux	France	July 20, 1912	Zeno m.	80-Gnome
	20 "	0 8 51	Legagneux	France	July 20, 1912	Zeno m.	80-Gnome
	30 "	0 13 18.2	Legagneux	France	July 20, 1912	Zeno m.	80-Gnome
	40 "	0 17 44.2	Legagneux	France	July 20, 1912	Zeno m.	80-Gnome
	50 "	0 23 13	Legagneux	France	July 20, 1912	Zeno m.	80-Gnome
	100 "	0 44 36.8	Legagneux	France	July 20, 1912	Zeno m.	80-Gnome
	150 "	1 7 10	Legagneux	France	July 20, 1912	Zeno m.	80-Gnome
	200 "	1 56 30	Slavovassoff	Italy	Jan. 26, 1912	Caproni m.	80-Gnome
	250 "	2 34 30	Slavovassoff	Italy	Jan. 26, 1912	Caproni m.	80-Gnome
Two Passengers	5 km.	0 4 50	M. Guillaum	France	Feb. 11, 1912	Clément-Bayard m.	50-Gnome
	10 "	0 9 46	M. Guillaum	France	Feb. 11, 1912	Clément-Bayard m.	50-Gnome
	20 "	0 17 52.2	E. Nieuport	France	Mar. 9, 1911	Nieuport m.	50-Gnome
	30 "	0 22 44.2	E. Nieuport	France	Mar. 9, 1911	Nieuport m.	50-Gnome
	40 "	0 27 37.2	E. Nieuport	France	Mar. 9, 1911	Nieuport m.	50-Gnome
	50 "	0 32 8	E. Nieuport	France	Mar. 9, 1911	Nieuport m.	50-Gnome
	100 "	0 59 8	E. Nieuport	France	Mar. 9, 1911	Nieuport m.	50-Gnome
	5 km.	0 3 52	C. Nieuport	Austria	Aug. 16, 1912	Autoplan m.	—
	10 "	0 5 45	C. Nieuport	Austria	Aug. 16, 1912	Autoplan m.	—
	20 "	0 11 59.2	P. Mandelli	Austria	Aug. 16, 1912	Autoplan m.	—
	30 "	0 17 37	P. Mandelli	Austria	Aug. 16, 1912	Autoplan m.	—
	40 "	0 23 11	P. Mandelli	Austria	Aug. 16, 1912	Autoplan m.	—
	50 "	0 29 47	P. Mandelli	Austria	Aug. 16, 1912	Autoplan m.	—
	100 "	0 56 35	P. Mandelli	Austria	Aug. 16, 1912	Autoplan m.	—
	5 km.	0 3 34	Besson	France	Mar. 10, 1911	Deperdussin m.	—
Three Passengers	5 km.	0 7 8	Besson	France	Mar. 10, 1911	Deperdussin m.	—
	10 "	0 14 0.2	Besson	France	Mar. 10, 1911	Deperdussin m.	—
	20 "	0 21 53.2	F. Champel	France	April 15, 1913	Champel b.	100-Anzani
	30 "	0 29 13.2	F. Champel	France	April 15, 1913	Champel b.	100-Anzani
	40 "	0 36 31	F. Champel	France	April 15, 1913	Champel b.	100-Anzani
	50 "	1 13 1.2	F. Champel	France	April 15, 1913	Champel b.	100-Anzani
	100 "	1 49 11.2	F. Champel	France	April 15, 1913	Champel b.	100-Anzani
	150 "	2 25 2.2	F. Champel	France	April 15, 1913	Champel b.	100-Anzani
	200 "	3 3 17	F. Champel	France	April 15, 1913	Champel b.	100-Anzani
	250 "						
	5 km.	0 3 34	Besson	France	Mar. 10, 1911	Deperdussin m.	—
	10 "	0 7 8	Besson	France	Mar. 10, 1911	Deperdussin m.	—
	20 "	0 14 0.2	Besson	France	Mar. 10, 1911	Deperdussin m.	—
	30 "	0 21 53.2	F. Champel	France	April 15, 1913	Champel b.	100-Anzani
	40 "	0 29 13.2	F. Champel	France	April 15, 1913	Champel b.	100-Anzani
	50 "	0 36 31	F. Champel	France	April 15, 1913	Champel b.	100-Anzani
	100 "	1 13 1.2	F. Champel	France	April 15, 1913	Champel b.	100-Anzani
	150 "	2 25 2.2	F. Champel	France	April 15, 1913	Champel b.	100-Anzani
	200 "	3 3 17	F. Champel	France	April 15, 1913	Champel b.	100-Anzani
	250 "						

GREATEST SPEED (Over 5 KM. CIRCUIT)

	PILOT	SPEED	PLACE	DATE	AEROPLANE	MOTOR
Pilot Alone	J. Védries	106.12 m.p.h.	United States	Sept. 9, 1912	Deperdussin m.	160-Gnome
One Passenger	G. Legagneux	84.42	France	July 20, 1912	Zeno m.	80-Gnome
Two Passengers	E. Nieuport	63.87	France	Mar. 9, 1911	Nieuport m.	50-Gnome
Three Passengers	P. Mandelli	65.64	Austria	Aug. 16, 1912	Autoplan m.	—
Four Passengers	Besson	54.18	France	Mar. 10, 1911	Deperdussin m.	—

DISTANCE

	PILOT	DISTANCE	PLACE	DATE	AEROPLANE	MOTOR
Pilot Alone	M. Fouray	627.77 miles	France	Sept. 11, 1912	M. Farman b.	70-Renault
One Passenger	M. Guillaum	255	France	Feb. 11, 1912	Clément-Bayard m.	50-Gnome
Two Passengers	H. Bier	49.55	Austria	Oct. 1, 1911	Erich m.	120-Austrian-Daimler
Three Passengers	P. Mandelli	68.31	Austria	Aug. 16, 1912	Autoplan m.	—
Four Passengers	F. Champel	135	France	April 15, 1913	Champel b.	100-Anzani

Courtesy of "Flying."

AVIATION WORLD RECORDS—Continued.

TIME							
	TIME	DISTANCE	PILOT	PLACE	DATE	AEROPLANE	MOTOR
Pilot Alone	1 hr	28' 35	J. Védries	France	July 13, 1912	Deperdussin m.	160-Gnome
	1 "	52' 57	J. Védries	France	July 13, 1912	Deperdussin m.	160-Gnome
	1 "	104' 48	J. Védries	France	July 13, 1912	Deperdussin m.	160-Gnome
	2 "	145' 58	M. Tabuteau	France	Mar. 1, 1912	Morane-Saulnier m.	50-Gnome
	3 "	192' 68	M. Tabuteau	France	Mar. 1, 1912	Morane-Saulnier m.	50-Gnome
	4 "	255' 17	E. Gilbert	France	Dec. 30, 1912	Morane-Saulnier m.	50-Le Rhône
	5 "	316' 71	E. Gilbert	France	Dec. 30, 1912	Morane-Saulnier m.	50-Le Rhône
	6 "	304' 29	P. M. Bournique	France	Dec. 31, 1910	REP m.	60-REP
	7 "	324' 74	M. Tabuteau	France	Dec. 30, 1910	M. Farman b.	70-Renault
	8 "	363' 41	M. Fourny	France	Sept. 11, 1912	M. Farman b.	70-Renault
	9 "	410' 60	M. Fourny	France	Sept. 11, 1912	M. Farman b.	70-Renault
	10 "	462' 52	M. Fourny	France	Sept. 11, 1912	M. Farman b.	70-Renault
	11 "	509' 72	M. Fourny	France	Sept. 11, 1912	M. Farman b.	70-Renault
One Passenger	1 hr	19' 26	Legagneux	France	July 5, 1912	Zens m.	80-Gnome
	1 "	41' 38	Legagneux	France	July 20, 1912	Zens m.	80-Gnome
	1 "	72' 88	Legagneux	France	July 20, 1912	Zens m.	80-Gnome
	2 "	119	M. Guillaux	France	Feb. 11, 1913	Clément-Bayard m.	50-Gnome
Three Passengers	3 "	181	M. Guillaux	France	Feb. 11, 1913	Clément-Bayard m.	50-Gnome
	4 "	243	M. Guillaux	France	Feb. 11, 1913	Clément-Bayard m.	50-Gnome
Four Passengers	1 hr.	65' 84	P. Mandelli	Austria	Aug. 16, 1912	Autoplar m.	—
	1 hr	12' 5	F. Champel	France	April 15, 1913	Champel b.	100-Anzani
	1 "	25	F. Champel	France	April 15, 1913	Champel b.	100-Anzani
	1 "	51	F. Champel	France	April 15, 1913	Champel b.	100-Anzani
	2 "	102' 5	F. Champel	France	April 15, 1913	Champel b.	100-Anzani
	3 "	153' 5	F. Champel	France	April 15, 1913	Champel b.	100-Anzani

DURATION							
	PILOT	TIME	PLACE	DATE	AEROPLANE	MOTOR	
Pilot Alone	M. Fourny	13. 17 57½	France	Sept. 11, 1912	M. Farman b.	70-Renault	
One Passenger	J. Savelack	4 34 0	Germany	Nov. 8, 1911	—	—	
Two Passengers	H. Oelerich	2 41 0	Germany	July 5, 1912	—	—	
Three Passengers	Grulich	1 35 0	Germany	Jan. 25, 1912	—	—	
Four Passengers	F. Champel	3 1 17	France	April 15, 1913	Champel b.	100-Anzani	
Five Passengers	H. Fallér	1 10 17	Germany	Feb. 9, 1913	Aviatik b.	—	
Six Passengers	H. Fallér	0 20 20	Germany	Jan. 4, 1913	Aviatik b.	—	
Eight Passengers	Frantz	0 11 28½	France	Mar. 8, 1913	Savary b.	110-Canton-Unné	

HEIGHT							
	HEIGHT	PILOT	PLACE	DATE	AEROPLANE	MOTOR	
Pilot Alone	19,600 ft	J. Perreyon	France	Mar. 11, 1913	Blériot m.	160-Gnome	
One Passenger	16,270 "	J. Perreyon	France	June 3, 1913	Blériot m.	80-Gnome	
Two Passengers	11,740 "	von Blaslchke	Austria	June 29, 1912	Lohner b.	120-Austrian-Daimler	
Three Passengers	5,510 "	Marty	France	April 15, 1913	Candron b.	100-Anzani	
Four Passengers	4,590 "	Marty	France	April 15, 1913	Candron b.	100-Anzani	
Five Passengers	3,600 "	P. Gougenheim	France	Feb. 10, 1913	H. Farman b.	80-Gnome	
Six Passengers	2,790 "	Frangois	France	May 8, 1913	H. Farman b.	80-Gnome	

BALLOONS							
PILOT	JOURNEY	DISTANCE	DATE	DISTANCE			
E. Rumpelmayer	Lamotte-Voltchy-lar	March 19-21, 1913	1503 miles				
DURATION							
Cpl. Schöck	Berlin-Borget	1908	73 hours				
ALTITUDE							
Benson and Saring	Berlin	June 30, 1901	43,420 ft.				

AVIATION FATALITIES.

Keeping pace with the marvelous development in the field of aeronautics has been the growing increase in the number of fatalities due to accidents in the air. Hardly a day passes without its victim, and while at first people were horrified, to-day they take it as a matter of course, giving it merely a passing notice.

Since 1908 there have been 371 aviators killed in the attempt to conquer the air. During the year 1908 one aviator was killed; 4 were killed in 1909; 36 in 1910; 73 in 1911; 127 in 1912 and 130 in 1913 (up to Sept. 24).

Germany, which of late has been more active in aeronautics than any other nation, has lost 121 airmen; France is second with 99 and the United States third with 66. Then in order follow England with 25, Russia 18, Austria 9, Japan 8, Greece 6, Belgium 6, Switzerland 3 and all others, including Italy, China, Spain and Peru, have lost 10 airmen. The heavy toll in Germany is probably due to the dirigible balloon. The majority of the aviators killed in the various countries have been army aviators, due to the attempts to increase the possibility of the aeroplane as a naval scout.

LATEST WORLD'S FLYING RECORDS.

SPEED.

Time on a given distance.

(Aviator alone)

On June 17, 1913. M. Prévost broke all speed records for distances of 10 to 100 kilometers, on the course at Etampes, France. His time for the various distances was as follows: 10 km. (6.214 miles), 3m. 20½ s.; 20 km. (12.427 miles), 6m. 50½ s.; 30 km. (18.641 miles), 10 m. 2 s.; 40 km. (24.855 miles), 13 m. 23 s.; 50 km. (31.068 miles), 16 m. 43½ s.; 100 km. (62.137 miles), 33m. 30½ s.

The record for 250 kilometers was broken by J. Védrières on Jan. 9, 1913, his time for the distance being 2 hrs. 1 m. 53½ s. The record for 200 kilometers was broken on September 29, 1913, at the Bethany aerodrome, by Maurice Prévost, whose time for the distance was 59 m. 45½ s.; a terrific speed of 124.80 miles per hour.

GREATEST SPEED.

(Over 5 km. circuit)

(Aviator alone)

M. Prévost broke all speed records, over a 5 kilometer course, at Etampes, France, June 17, 1913, when he attained a speed of 111.66 miles per hour.

TIME.

Distance in a given time.

(Aviator alone)

On June 17, 1913, M. Prévost covered a distance of 53.59 miles in one-half hour.

On July 13, 1913, J. Védrières covered a distance of 153.34 miles in 2 hours.

DURATION.

Practically all the records for duration have been broken by H. Faller of Germany. On Feb. 13, 1913 he carried 2 passengers for 3 hrs. 16 m. On Jan. 30, 1913 he carried 3 passengers for 2 hrs. 3 m. On Jan. 5, 1913 he carried 6 passengers for 1 hr. and 7 passengers for 6 m. 49 s.

CROSS COUNTRY.

1. SPEED.

On September 15, 1913, Maurice Guillaux established a new cross-country record, covering a distance of 118 miles, with a passenger, from Savigny-sur-Brage to Paris, in 50 minutes. This was at the rate of nearly 142 miles per hour.

2. TIME.

Distance in a given time.

(Aviator alone)

The single-day record for cross-country flight is held by Maurice Guillaux, having covered 859¾ miles.

AMERICAN AVIATION RECORDS.

CROSS COUNTRY.

1. DISTANCE.

(a) Aviator alone.

220 miles, Lt. T. deWitt Milling, U.S.A.—Texas City, Texas to San Antonio, Texas—March 28th, 1913—Burgess-Wright Tractor biplane—70 h.p. Renault motor.

(b) Aviator and one passenger.

(Same as above).

2. DURATION.

(a) Aviator alone.

Lt. T. deWitt Milling, U.S.A.—Texas City, Texas to San Antonio, Texas, March 28, 1913—Burgess-Wright Tractor biplane—70 h.p. Renault motor—4 hours, 22 minutes.

(b) Aviator and one passenger.

(Same as for aviator alone).

AMERICAN ASSOCIATION FOR THE ADVANCEMENT OF SCIENCE.

The American Association for the Advancement of Science, organized in 1848, is a learned society existing as a continuation of the American Association of Geologists and Naturalists, organized in 1840. It was chartered in its present form in 1874. At present it has a membership of about 8,000. Any person may become a member of the association upon recommendation in writing of two members or fellows, after which he is elected to membership by the Council, or by the special committee of the Council resident in Washington. The admission fee for members is \$5 and the annual dues \$3.

Fellows are elected by the Council from such of the members as are professionally en-

gaged in science. On the election of any member as a fellow, a fee of \$2 is paid in addition to the annual dues of \$3.

Any member or fellow who pays the sum of \$50 to the association, at any one time, becomes a life member and as such is exempt from all further assessments. Any person paying the sum of \$1,000 is classed as a patron.

The association is made up of 11 sections as follows:

Mathematics and Astronomy; Physics; Chemistry; Mechanical Science and Engineering; Geology and Geography; Zoology; Botany; Anthropology and Psychology; Social and Economic Science; Physiology and Experimental Medicine; Education.

NATIONAL ACADEMY OF SCIENCES.

The National Academy of Sciences was incorporated under the Act of Congress May 3, 1863, with the object that it "shall, whenever called upon by any department of the Government, investigate, examine, experiment and report upon any subject of science or art; the actual expense *** to be paid from appropriation which may be made for the purpose." The Association can not, under any circumstances receive compensation from the govern-

ment for its services. The annual meeting is held in Washington on the third Tuesday in April; annual reports are made each year at the Autumn meeting which is held at such places in the United States as may be designated by the Council. The membership of the Association is limited to 150, not more than 10 to be elected in one year; the number of foreign associates is limited to 50. There are at present 120 members and 44 foreign associates.

THE SMITHSONIAN INSTITUTION.

The Smithsonian Institution was created in 1846 by an Act of Congress in accordance with the provisions of the will of James Smithson, an English chemist and mineralogist, who bequeathed his fortune to the United States for the purpose of establishing at Washington, an institution for "the increase and diffusion of knowledge among men." From the income of the fund the building, known as the Smithsonian Building, was erected in Washington, D. C. The institution is legally an establishment having as its members the President of the United States, the Vice-President, the Chief Justice and the President's Cabinet. It is governed by a Board of Regents consisting of the Vice-President, the Chief Justice, three members of the United States Senate, three members of the House of Representa-

tives and six citizens appointed by joint resolution of Congress.

For increase of knowledge, the institution aids investigation by making grants for research and exploration, supplying books, apparatus, etc. It occasionally provides lectures which are published; initiates scientific projects; publishes scientific papers. For the diffusion of knowledge the institution issues three regular series of publications: "Annual Report," "Smithsonian Contributions to Knowledge," and "Smithsonian Miscellaneous Collections." The institution in co-operation with the Library of Congress maintains a scientific library which contains about 260,000 volumes. The original endowment of \$541,000 has been increased by gifts and accumulated interest to \$987,000, yielding an annual income of \$58,375.

THE UNITED STATES CENSUS BUREAU.

The work of the Bureau of the Census, which is under the control of the Department of Commerce and Labor, is divided into two main branches, namely, the taking of the decennial censuses of the United States, and of collecting such special statistics as are required by Congress. The thirteenth decennial census was taken in 1910 and in accordance with the Act of Congress approved July 2, 1902, covered population, agriculture, manufactures and mines and quarries.

The special statistical inquiries, which are mostly made in the intervals between the decennial censuses, include statistics of births

and deaths in registered areas; statistics regarding the insane, feeble-minded, deaf and dumb, and blind; crime, pauperism and benevolence; social and financial statistics of cities; wealth, debt and taxation; religious bodies; electric light and power, telephones and telegraphs, and street railways; transportation by water; cotton production and distribution; and production of forest products. The statistics relating to deaths in cities and to the production of cotton are secured annually; the other statistics mentioned are secured at intervals of from five to ten years, but not at the same time as the regular decennial censuses.

THE PRESIDENTIAL SUCCESSION.

In case of the removal, death, resignation or inability of both the President and Vice-President, then the Secretary of State shall act as President until the disability of the President or Vice-President is removed or a President is elected. The remainder of the order of succession is as follows: Secretary of

the Treasury, Secretary of War, Attorney-General, Postmaster-General, Secretary of the Navy, and Secretary of the Interior. The acting President must, upon taking office, convene Congress, if not at the time in session, in extraordinary session, giving twenty days' notice.

COMPARATIVE TABLE OF PROGRESSION OF AMERICAN AND EUROPEAN DURATION RECORDS.
PROGRESSION OF AMERICAN DURATION RECORD.

PROGRESSION OF AMERICAN DURATION RECORD.

Date	Time	Acrobat	Machine	Place
Dec. 17, 1903	59"	W. Wright	Wright bi	Kitty Hawk, N. C.
Aug. 1904	About 1'	W. Wright	Wright bi	near Dayton, Ohio
Sept. 15, 1904	1st turn	O. Wright	Wright bi	near Dayton, Ohio
Sept. 20, 1904	1st circle	O. Wright	Wright bi	near Dayton, Ohio
Nov. 9, 1904	5' 04"	W. Wright	Wright bi	near Dayton, Ohio
1905	5' to 15'	W. Wright	Wright bi	near Dayton, Ohio
Sept. 26, 1905	18' 09"	W. Wright	Wright bi	near Dayton, Ohio
Sept. 29, 1905	19' 55"	W. Wright	Wright bi	near Dayton, Ohio
Oct. 3, 1905	25' 05"	O. Wright	Wright bi	near Dayton, Ohio
Oct. 4, 1905	33' 17"	O. Wright	Wright bi	near Dayton, Ohio
Oct. 5, 1905	38' 03"	O. Wright	Wright bi	near Dayton, Ohio
Sept. 9, 1908	57' 31"	W. Wright	Wright bi	near Dayton, Ohio
Sept. 9, 1908	1 hr. 02' 15"	O. Wright	Wright bi	Fort Myer, Va.
Sept. 10, 1908	1 hr. 05' 52"	O. Wright	Wright bi	Fort Myer, Va.
Sept. 11, 1908	1 hr. 10' 24"	O. Wright	Wright bi	Fort Myer, Va.
Sept. 12, 1908	1 hr. 14' 20"	O. Wright	Wright bi	Fort Myer, Va.
July 20, 1909	1 hr. 20' 45"	O. Wright	Wright bi	Fort Myer, Va.
Jan. 17, 1910	1 hr. 58' 32"	L. Paulhan	H. Farman bi	Los Angeles, Cal.
July 2, 1910	2 hrs. 03' 30"	C. B. Harmon	H. Farman bi	Mineola, N. Y.
Sept. 12, 1910	3 hrs. 05' 40"	R. Johnstone	Wright bi	Boston, Mass.
Oct. 11, 1910	3 hrs. 11' 55"	A. L. Welch	Wright bi	St. Louis, Mo.
Dec. 30, 1910	3 hrs. 16' 50"	A. Hoxsey	Wright bi	Los Angeles, Cal.
Jan. 22, 1911	3 hrs. 38' 49"	P. O. Parmelee	Wright bi	San Francisco, Cal.
July 27, 1911	4 hrs. 1' 52"	St. Croix Johnstone	Blériot mono	Mineola, N. Y.
Oct. 19, 1911	4 hrs. 16' 35"	H. W. Gill	Wright bi	Kinloch, Mo.

FAMOUS WATERFALLS OF THE WORLD.

Name and Location.	Height in feet.
Grand, Labrador.....	2,000
Sutherland, New Zealand..	1,904
Yosemite (upper), Cal ..	1,426
Osservatie, France	1,385
Takkakaw, Brit. Col	1,200
Staubach, Switzerland ..	1,000
Vettis, Norway	950
Maltonmah, Oregon	850
Rjukan, Norway	780
Yosemite (middle), Cal.	626
Voringfos, Norway	600
Skjaleggstalefos, Norway.....	520
Stirling, New Zealand.....	500
Yosemite (lower), Cal	460
Victoria, Africa	400
Yellowstone (lower), Mont....	310
Montmorenci, Quebec	285
Shoshone, Idaho	210
Ygnassu, Brazil	210
Twiss, Idaho	180
Niagara, New York-Ontario.....	164
Yellowstone (upper), Montana...	110
Murchison, Africa	120
Schaffhausen, Switzerland.....	100
Mismour, Montana	90
Minnehaha, Minnesota	65

PROGRESSION OF EUROPEAN DURATION RECORD.

Date	Time	Pilot	Machine	Place
Nov. 12, 1906	21' 15"	A. Santos-Dumont	Santos-Dumont bl.	Bagatelle, near Paris
Oct. 26, 1907	27"	H. Farman	Voisin bi	Issy-les-Moulineaux, France
Oct. 26, 1907	31' 3-5"	H. Farman	Voisin bi	Issy-les-Moulineaux, France
Oct. 26, 1907	52' 3-5"	H. Farman	Voisin bi	Issy-les-Moulineaux, France
Nov. 9, 1907	1' 14"	H. Farman	Voisin bi	Issy-les-Moulineaux, France
Jan. 13, 1908	1' 28"	H. Farman	Voisin bi	Issy-les-Moulineaux, France
Jan. 13, 1908	1' 33"	H. Farman	Voisin bi	Issy-les-Moulineaux, France
Mar. 21, 1908	3' 39"	H. Farman	Voisin bi	Issy-les-Moulineaux, France
Apr. 11, 1908	6' 30"	L. Delagrangé	Voisin bi	Issy-les-Moulineaux, France
May 27, 1908	9' 30"	L. Delagrangé	Voisin bi	Rome, Italy
May 30, 1908	15' 28 4-5"	L. Delagrangé	Voisin bi	Rome, Italy
June 22, 1908	16' 30"	L. Delagrangé	Voisin bi	Milan, Italy
July 6, 1908	20' 19 3-5"	L. Delagrangé	Voisin bi	Issy-les-Moulineaux, France
Sept. 6, 1908	29' 53 3-5"	H. Farman	Voisin bi	Issy-les-Moulineaux, France
Sept. 16, 1908	39' 18 3-5"	L. Delagrangé	Voisin bi	Issy-les-Moulineaux, France
Sept. 21, 1908	31' 25 4-5"	W. Wright	Wright bi	near Le Mans, France
Dec. 18, 1908	54' 53 2-5"	W. Wright	Wright bi	near Le Mans, France
Dec. 31, 1908	20' 23 1-5"	W. Wright	Wright bi	near Le Mans, France
Aug. 7, 1909	27' 15"	R. Sommer	Sommer bi	Mourmelon, France
Aug. 25, 1909	43' 24 4-5"	L. Paulhan	H. Farman bi	near Rheims, France
Aug. 27, 1909	16'	H. Farman	H. Farman bi	near Rheims, France
Nov. 3, 1909	17' 53 2-5"	H. Farman	H. Farman bi	Mourmelon, France
July 9, 1910	37' 00 2-5"	R. Labouchère	Blériot mono	near Rheims, France
July 10, 1910	5 hrs. 03' 05 1-5"	J. Ollivier	Blériot mono	near Rheims, France
Oct. 28, 1910	6 hrs. 01' 35"	M. Tabuteau	M. Farman bi	Buc, France
Dec. 18, 1910	8 hrs. 12' 47 2-5"	H. Farman	H. Farman bi	Etampes, France
Sept. 1, 1911	11 hrs. 1' 29 1-5"	G. Fourny	M. Farman bi	Buc, France

All records are from the Bulletin of the Aero Club of America. Reproduced by permission.

SCIENTIFIC AMERICAN TROPHY (See page 447.)

The Scientific American Trophy, shown on page 447, was donated with the object of fostering the art of aerial navigation. The deed of gift by which it was transferred to keeping of the Aero Club of America called for annual competition by heavier-than-air machines, with the understanding that the conditions governing the contest were to be changed from time to time, so as to keep pace with the progress made in the art of flying. On July 4, 1908, Mr. Glenn H. Curtiss won the trophy for that year by flying for a distance of slightly more than a mile in his new bi-plane, the "June Bug." In 1909, Curtiss again won the cup by flying a distance of about 25 miles in a closed circuit. In 1910, Curtiss won the cup for the third and last time in connection with his great flight from Albany to New York, when he covered a straightaway distance from Albany to Foughkeepsie of 74½ miles without a stop. Mr. Curtiss by winning three times secured permanent possession of the trophy.

PART II.

CHAPTER I.

CHEMISTRY.

EDITED BY WILLIAM W. SHARE, Ph.D.

INTERNATIONAL ATOMIC WEIGHTS FOR 1912.

Element.	Symbol.	O = 16.	H = 1.	Element.	Symbol.	O = 16.	H = 1.
Aluminium	Al	27.1	26.88	Molybdenum	Mo	96.0	95.2
Antimony	Sb	120.2	119.25	Neodymium	Nd	144.3	143.2
Argon	A	39.88	39.56	Neon	Ne	20.2	20.
Arsenic	As	74.96	74.37	Nickel	Ni	58.68	58.21
Barium	Ba	137.37	136.28	Niton	Nt	222.4	220.6
Bismuth	Bi	208.	206.35	Nitrogen	N	14.01	13.90
Boron	B	11.	10.91	Osmium	Os	190.9	189.4
Bromine	Br	79.92	79.29	Oxygen	O	16.	15.88
Cadmium	Cd	112.40	111.51	Palladium	Pd	106.7	105.8
Caesium	Cs	132.81	131.8	Phosphorus	P	31.04	30.79
Calcium	Ca	40.07	39.75	Platinum	Pt	195.2	194.64
Carbon	C	12.	11.91	Potassium	K	39.10	38.79
Cerium	Ce	140.25	139.1	Praseodymium	Pr	140.6	139.5
Chlorine	Cl	35.46	35.18	Radium	Ra	226.4	224.6
Chromium	Cr	52.	51.59	Rhodium	Rh	102.9	102.1
Cobalt	Co	58.97	58.5	Rubidium	Rb	85.45	84.8
Columbium	Cb	93.5	92.76	Ruthenium	Ru	101.7	100.9
Copper	Cu	63.57	63.06	Samarium	Sa	150.4	149.2
Dysprosium	Dy	162.5	161.2	Scandium	Sc	44.1	43.8
Erbium	Er	167.7	166.4	Selenium	Se	79.2	78.6
Europium	Eu	152.	151.1	Silicon	Si	28.3	28.08
Fluorine	F	19.	18.75	Silver	Ag	107.88	107.02
Gadolinium	Gd	157.3	156.1	Sodium	Na	23.	22.82
Gallium	Ga	69.9	69.3	Strontium	Sr	87.63	86.93
Germanium	Ge	72.5	71.9	Sulphur	S	32.07	31.82
Glucinum	Gl	9.1	9.	Tantalum	Ta	181.5	180.1
Gold	Au	197.2	195.6	Tellurium	Te	127.5	126.5
Helium	He	3.99	3.96	Terbium	Tb	159.2	157.9
Hydrogen	H	1.008	1.	Thallium	Tl	204.	202.4
Indium	In	114.8	113.9	Thorium	Th	232.4	230.6
Iodine	I	126.92	125.91	Thulium	Tm	168.5	167.2
Iridium	Ir	193.1	191.56	Tin	Sn	119.	118.06
Iron	Fe	55.84	55.4	Titanium	Ti	48.1	47.7
Krypton	Kr	82.92	82.2	Tungsten	W	184.	182.5
Lanthanum	La	139.	137.9	Uranium	U	238.5	236.6
Lead	Pb	207.1	205.46	Vanadium	V	51.	50.6
Lithium	Li	6.94	6.88	Xenon	Xe	130.2	129.2
Lutecium	Lu	174.	172.6	Ytterbium (Neo)	Yb	172.	170.6
Magnesium	Mg	24.32	24.13	Yttrium	Yt	89.	88.3
Manganese	Mn	54.93	54.49	Zinc	Zn	65.37	64.8
Mercury	Hg	200.6	199.01	Zirconium	Zr	90.6	89.95

THE ELEMENTS IN THE ORDER OF THEIR DISCOVERY.

Element.	Discoverer.	Date.	Element.	Discoverer.	Date.
Carbon	Prehistoric		Antimony	Valentine	1450
Copper	"		Bismuth	"	1450
Gold	"		Zinc	Paracelsus	1520
Silver	"		Phosphorus	Brandt	1669
Iron	"		Arsenic	Schroeder	1694
Sulphur	"		Cobalt	Brandt	1733
Mercury	"		Platinum	Wood	1741
Tin	"		Nickel	Cronstedt	1751
Lead	"		Hydrogen	Cavendish	1766

THE ELEMENTS IN THE ORDER OF THEIR DISCOVERY—Continued.

Element.	Discoverer.	Date.	Element.	Discoverer.	Date.
Fluorine	Scheele	1771	Thorium	Berzelius	1828
Nitrogen	Rutherford	1772	Yttrium	Woehler	1828
Chlorine	Scheele	1774	Magnesium	Bussy	1829
Manganese	Gahn	1774	Vanadium	Sefstroem	1830
Oxygen	Priestley	1774	Lanthanum	Mosander	1839
Tungsten	d'Elhujur	1781	Erbium	"	1843
Molybdenum	Hjelm	1782	Terbium	"	1843
Tellurium	Reichenstein	1782	Ruthenium	Claus	1845
Uranium	Klaproth	1789	Caesium	Bunsen	1860
Titanium	Gregor	1789	Rubidium	"	1860
Chromium	Vauquelin	1797	Thallium	Crookes	1862
Columbium	Hatchett	1801	Indium	Reich & Richter	1863
Tantalum	Ekeberg	1802	Gallium	Boisbaudran	1875
Cerium	Berzelius	1803	Ytterbium	Marignac	1878
Iridium	Tennant	1803	Samarium	Boisbaudran	1879
Osmium	"	1803	Scandium	Nilson	1879
Palladium	Wollaston	1804	Thulium	Cleve	1879
Rhodium	"	1804	Neodymium	Welsbach	1885
Sodium	Davy	1807	Praseodymium	"	1885
Potassium	"	1807	Gadolinium	Marignac	1886
Calcium	"	1808	Germanium	Winkler	1886
Barium	"	1808	Argon	Ramsay & Rayleigh	1894
Strontium	"	1808	Helium	Ramsay	1895
Boron	"	1808	Krypton	Ramsay & Travers	1898
Iodine	Courtois	1811	Neon	"	1898
Cadmium	Stromeyer	1817	Xenon	"	1898
Lithium	Arfvedson	1817	Radium	Curie	1898
Selenium	Berzelius	1817	Europium	Demarçay	1901
Silicon	"	1823	Dysprosium	Urbain	1906
Zirconium	"	1824	Lutecium	"	1907
Bromine	Balard	1826	Neoytterbium	"	1907
Aluminium	Woehler	1828	Niton	Ramsay & Gray	1910
Glucinum	"	1828			

MELTING POINTS OF SOME CHEMICAL ELEMENTS.

Substance.	Degrees Cent.	Degrees Fahr.	Substance.	Degrees Cent.	Degrees Fahr.
Aluminium	657	1215	Magnesium	632.6	1171
Antimony	630	1168	Manganese	1207	2205
Bismuth	269	516	Mercury	-38.85	-37.93
Cadmium	321.7	611	Nickel	1435	2615
Calcium	800	1472	Phosphorus	44.2	112
Chromium	1515	2759	Platinum	1753	3187
Cobalt	1464	2667	Potassium	63.6	146.5
Copper	1065	1949	Selenium	217	423
Gold	1060	1940	Silver	961.5	1763
Iridium	1950	3542	Sodium	97.6	208
Iron, pure	1505	2741	Sulphur	114.5	238
gray pig	1275	2327	Tantalum	2300	4172
white pig	1075	1967	Tin	232	550
Steel,	1360	2480	Titanium	3000	5432
cast	1375	2507	Tungsten	2800	5072
Lead	327	621	Vanadium	1680	3056
Lithium	180	356	Zinc	419	786

BOILING POINTS OF SOME CHEMICAL ELEMENTS.

Substance.	Degrees Cent.	Degrees Fahr.	Substance.	Degrees Cent.	Degrees Fahr.
Bromine	58.7	137.6	Oxygen	-182.5	-296.5
Cadmium	778	1400	Ozone	-119	-182.2
Chlorine	-33.6	-28.5	Phosphorus	290	554
Fluorine	-187	-304.6	Potassium	757.5	1396
Hydrogen	-252.5	-422.5	Selenium	690	1274
Iodine	185.5	366	Sodium	877.5	1612
Mercury	357.33	675.2	Sulphur	444.6	800
Nitrogen	-195.5	-320	Zinc	918	1684

THE MOST PLENTIFUL ELEMENTS AND THEIR PERCENTAGE DISTRIBUTION IN KNOWN MATTER.

Oxygen	47.98	Titanium	.30
Silicon	25.30	Carbon	.21
Aluminium	7.26	Chlorine	.15
Iron	5.08	Phosphorus	.09
Calcium	3.51	Manganese	.07
Magnesium	2.50	Sulphur	.04
Sodium	2.28	Barium	.03
Potassium	2.23	Nitrogen	.02
Hydrogen	.94	Chromium	.01

ELEMENTARY COMPOSITION OF THE HUMAN BODY.

	Per cent.	Pounds.
Oxygen	62.43	93.645
Carbon	21.15	51.725
Hydrogen	9.865	14.798
Nitrogen	3.1	4.65
Calcium	1.9	2.85
Phosphorus	.946	1.419
Potassium	.23	.345
Sulphur	.162	.243
Chlorine	.081	.121
Sodium	.081	.122
Magnesium	.027	.040
Iron	.014	.021
Fluorine	.014	.021
	100.	150.

HEAT OF COMBUSTION

SUBSTANCE.	CALORIES.	B. T. U.
Alcohol, ethyl	7,184	12,931
" methyl	5,330	9,594
" amyl	8,958	16,124
Benzene	10,030	18,054
Carbon, amorphous	8,080	14,544
Coal, bituminous	{ 7,800	14,040
	{ 9,000	16,200
" anthracite	7,800	14,040
" lignite	6,900	12,420
Coke	7,000	12,600
Gas, coal	{ 4,440	7,990
	{ 7,370	12,266
Acetylene	11,927	21,469
Ethylene	11,858	21,344
Methane	13,063	23,513
Hydrogen	34,462	62,032
Carbon monoxide	5,640	10,152
Oil, lard	9,300	16,740
" olive	9,473	17,051
Wood, hard	4,750	8,550
" soft resinous	5,050	9,090

A Calorie is the amount of heat required to raise 1 gramme of water 1 degree Centigrade.

A British Thermal Unit (B. T. U.) is the amount of heat required to raise 1 pound of water 1 degree Fahrenheit.

CHEMICAL SUBSTANCES AND THEIR COMMON NAMES.

COMMON NAME.	CHEMICAL NAME.
Alcohol	Ethyl alcohol
Alum	Potassium aluminium sulphate
Aqua fortis	Nitric acid
Aqua regia	Nitro-hydrochloric acid
Banana ether	Amyl acetate
Black lead	Graphite carbon
Borax	Sodium tetraborate
Brimstone	Sulphur
Calomel	Mercurous chloride
Carbolic acid	Phenol
Caustic potash	Potassium hydroxide
" soda	Sodium hydroxide
Chalk	Calcium carbonate
Choke damp	Carbon dioxide
Chrome yellow	Lead chromate
" green	Chromium oxide
Clay	Aluminum silicate
Copperas	Ferrous sulphate
Corrosive sublimate	Mercuric chloride
Cream of tartar	Potassium hydrogen tartrate
Epsom salts	Magnesium sulphate
Fire damp	Methane
Fusel oil	Amyl alcohol
Glauber's salt	Sodium sulphate
Grape sugar	Glucose
Goulard water	Basic lead acetate
Iron pyrites	Iron disulphide
Laughing gas	Nitrous oxide
Lime, quick	Calcium oxide
" slaked	" hydroxide
Litharge	Lead oxide
Lunar caustic	Silver nitrate

COMMON NAME.	CHEMICAL NAME.
Marsh gas	Methane
Mosaic gold	Stannic sulphide
Muriatic acid	Hydrochloric acid
Orpiment	Arsenic trisulphide
Paris green	Copper arsenite
Plaster of Paris	Calcium sulphate
Prussian blue	Ferric ferrocyanide
Realgar	Arsenic disulphide
Red lead	Lead oxide
Rochelle salt	Sodium potassium tartrate
Sal ammoniac	Ammonium chloride
Salt, common	Sodium chloride
Salt of tartar	Potassium carbonate
Saltpetre	" nitrate
Salts of lemon	Oxalic acid
Soda, washing	Sodium carbonate
" baking	" hydrogen carbonate
" ash	Sodium carbonate
Spirits of hartshorn	Ammonium hydroxide
Spirits of salt	Hydrochloric acid
Tartar emetic	Potassium antimonyl tartrate
Verdigris	Basic copper acetate
Vermilion	Mercuric sulphide
Vinegar	Acetic acid
Vitriol, blue	Copper sulphate
" green	Ferrous sulphate
" oil of	Sulphuric acid
" white	Zinc sulphate
Volatile alkali	Ammonium hydroxide
White lead	Basic lead carbonate
Wood alcohol	Methyl alcohol
Zinc white	Zinc oxide

SPECIFIC GRAVITY.

To Convert Degrees Baumé into Specific Gravity.—(1) For liquids heavier than water: Subtract the degree of Baumé from 145 and divide into 145. The quotient is the specific gravity.

(2) For liquids lighter than water: Add the degree of Baumé to 130 and divide it into 140. The quotient is the specific gravity.

To Convert Specific Gravity into Degrees Baumé.—(1) For liquids heavier than water: Divide the specific gravity into 145 and subtract from 145. The remainder is the degree of Baumé.

(2) For liquids lighter than water: Divide the specific gravity into 140 and subtract 130 from the quotient. The remainder will be the degree of Baumé.

COMPARISON OF DEGREES TWADDELL AND SPECIFIC GRAVITY.

In order to change degrees Twaddell into specific gravity, multiply by 5, add 1,000 and divide by 1,000.

Example: Change 168 deg. Twaddell into specific gravity.

$$\begin{array}{r} 168 \times 5 \\ \hline 840 \\ 1,000 \\ \hline 1,000)1,840 \end{array}$$

1.84, specific gravity.

To change specific gravity into degrees Twaddell, multiply by 1,000, subtract 1,000 and divide by 5.

Example: Change 1.84 specific gravity to degrees Twaddell.

$$\begin{array}{r} 1.84 \times 1,000 \\ 1,840 \\ 1,000 \\ \hline 5)840 \\ 168^\circ \text{ Tw.} \end{array}$$

SPECIFIC GRAVITY.

Determination of Specific Gravity:

Solids; (1) Solids heavier than, and insoluble in water:

a. By weighing in air and water.—

$$\text{Sp. gr.} = \frac{(\text{weight in air})}{(\text{loss of weight in water})}$$

b. By Nicholson's hydrometer. Let w_1 be the weight required to sink the instrument to the mark on the stem; to

take the specific gravity of any solid substance, place a portion of it weighing less than w_1 in the upper pan, with such additional weight, say w_3 , as will cause the instrument to sink to the zero mark. The weight of the substance is then $w_1 - w_3$. Next transfer the substance to the lower pan, and again adjust with weight w_4 to the zero mark.

$$\text{Sp. gr.} = \frac{w_1 - w_3}{w_4 - w_3}$$

c. By the specific gravity bottle (applicable to powders). Weigh the flask filled to the mark with water, then place the substance, of known weight, in the flask, fill to the mark with water, and weigh again.

$$\text{Sp. gr.} = \frac{\text{weight of substance in air}}{\text{wt. in air} + \text{wt. of flask and water} - \text{wt. of flask filled with substance and water.}}$$

(2) Solids lighter than and insoluble in water. The solid is weighted with a piece of lead and weighed in water.

$$\text{Sp. gr.} = \frac{(\text{weight of substance in air})}{(\text{wt. of lead in water}) - (\text{wt. of lead and substance in water}) + (\text{wt. of substance in air})}$$

(3) Solids heavier than and soluble in water. Proceed as in 1 a, using instead of water some liquid without action on the solid.

$$(\text{weight of bulk of liquid equal to substance}) = \frac{(\text{weight of substance in air})}{(\text{weight of substance in liquid})}$$

$$(\text{wt. of bulk of water equal to substance}) = \frac{(\text{wt. of bulk of liquid equal to substance})}{(\text{sp. gr. of liquid})}$$

$$\text{Sp. gr.} = \frac{(\text{weight of substance in air})}{(\text{weight of bulk of water equal to substance})}$$

Liquids: (1) By the hydrometer.

(2) By the specific gravity bottle.

Weigh the bottle filled to the mark with water, and again when filled to the mark with liquid.

$$\text{Sp. gr.} = \frac{(\text{weight of liquid and bottle}) - (\text{weight of bottle})}{(\text{weight of water and bottle}) - (\text{weight of bottle})}$$

Tables of Specific Gravity will be found under Weights and Measures.

SPECIFIC GRAVITY.

Tables showing a comparison of the degrees of Baumé, Cartier, and Beck's Areometers, with specific gravity degrees.

For Liquids Lighter than Water.				For Liquids Heavier than Water.		
Degrees of Baumé, Cartier, Beck.	Baumé.	Cartier.	Beck.	Degrees of Baumé, Beck.	Baumé.	Beck.
	Sp. Gr.	Sp. Gr.	Sp. Gr.		Sp. Gr.	Sp. Gr.
0			1.0000	0	1.000	1.0000
1			0.9941	1	1.007	1.0059
2			0.9883	2	1.014	1.0119
3			0.9826	3	1.020	1.0180
4			0.9770	4	1.028	1.0241
5			0.9714	5	1.034	1.0303
6			0.9659	6	1.041	1.0366
7			0.9604	7	1.049	1.0429
8			0.9550	8	1.057	1.0494
9			0.9497	9	1.064	1.0559
10	1.000		0.9444	10	1.072	1.0625
11	0.993	1.000	0.9392	11	1.080	1.0692
12	0.986	0.992	0.9340	12	1.088	1.0759
13	0.979	0.985	0.9289	13	1.096	1.0828
14	0.973	0.977	0.9239	14	1.104	1.0897
15	0.967	0.969	0.9189	15	1.113	1.0968
16	0.960	0.962	0.9139	16	1.121	1.1039
17	0.954	0.955	0.9090	17	1.130	1.1111
18	0.948	0.948	0.9042	18	1.138	1.1184
19	0.942	0.941	0.8994	19	1.147	1.1258
20	0.935	0.934	0.8947	20	1.157	1.1333
21	0.929	0.927	0.8900	21	1.166	1.1409
22	0.924	0.920	0.8854	22	1.176	1.1486
23	0.918	0.914	0.8808	23	1.185	1.1565
24	0.912	0.908	0.8762	24	1.195	1.1644
25	0.906	0.901	0.8717	25	1.205	1.1724
26	0.901	0.895	0.8673	26	1.215	1.1806
27	0.895	0.889	0.8629	27	1.225	1.1888
28	0.889	0.883	0.8585	28	1.235	1.1972
29	0.884	0.877	0.8542	29	1.245	1.2057
30	0.879	0.871	0.8500	30	1.256	1.2143
31	0.873	0.865	0.8457	31	1.267	1.2230
32	0.868	0.859	0.8415	32	1.278	1.2319
33	0.863	0.853	0.8374	33	1.289	1.2409
34	0.858	0.848	0.8333	34	1.300	1.2500
35	0.853	0.842	0.8292	35	1.312	1.2593
36	0.848	0.837	0.8252	36	1.324	1.2680
37	0.843	0.831	0.8212	37	1.337	1.2782
38	0.838	0.826	0.8173	38	1.349	1.2879
39	0.833	0.820	0.8133	39	1.361	1.2977
40	0.829	0.815	0.8093	40	1.375	1.3077
41	0.824	0.810	0.8061	41	1.388	1.3178
42	0.819	0.805	0.8018	42	1.401	1.3281
43	0.815	0.800	0.7981	43	1.414	1.3386
44	0.810		0.7944	44	1.428	1.3492
45	0.806		0.7907	45	1.442	1.3600
46	0.801		0.7871	46	1.456	1.3710
47	0.797		0.7834	47	1.470	1.3821
48	0.792		0.7799	48	1.485	1.3934
49	0.788		0.7763	49	1.500	1.4050
50	0.784		0.7727	50	1.515	1.4167
51	0.781		0.7692	51	1.531	1.4286
52	0.776		0.7658	52	1.546	1.4407
53	0.771		0.7623	53	1.562	1.4530
54	0.769		0.7589	54	1.578	1.4655
55	0.763		0.7556	55	1.596	1.4783
56	0.759		0.7522	56	1.615	1.4912
57	0.755		0.7489	57	1.634	1.5044
58	0.751		0.7456	58	1.653	1.5179
59	0.748		0.7423	59	1.671	1.5315
60	0.744		0.7391	60	1.690	1.5454
61	0.740		0.7359	61	1.709	1.5596
62	0.736		0.7328	62	1.729	1.5741
				63	1.750	1.5888
				64	1.771	1.6038

THERMOMETER SCALES.

Much annoyance is caused by the great difference of thermometer scales in use in the different civilized countries. The scale of Reaumur prevails in Germany. As is well known, he divides the space between the freezing and boiling points into 80 deg. France uses that of Celsius, who graduated his scale on the decimal system. The most peculiar scale of all, however, is that of Fahrenheit, a renowned German physicist, who in 1714 or 1715, composed his scale, having ascertained that water can be cooled under the freezing point, without congealing. He therefore did not take the congealing point of water, but composed a mix-

ture of equal parts of snow and sal ammoniac, about -14 deg. R. The conversion of any one of these scales to another is very simple, and easily made. To change a temperature as given by Fahrenheit's scale into the same as given by the centigrade scale subtract 32 deg. from Fahrenheit's degrees, and multiply the remainder by $\frac{5}{9}$. The product will be the temperature in centigrade degrees. To change from Fahrenheit's to Reaumur's scale, subtract 32 deg. from Fahrenheit's degrees, and multiply the remainder by $\frac{4}{9}$. The product will be the temperature in Reaumur's degrees.

COMPARATIVE SCALES OF THERMOMETER.

C.	R.	F.	C.	R.	F.	C.	R.	F.
-30	-24.0	-22.0	14	11.2	57.2	58	46.4	136.4
-29	-23.2	-20.2	15	12.0	59.0	59	47.2	138.2
-28	-22.4	-18.4	16	12.8	60.8	60	48.0	140.0
-27	-21.6	-16.6	17	13.6	62.6	61	48.8	141.8
-26	-20.8	-14.8	18	14.4	64.4	62	49.6	143.6
-25	-20.0	-13.0	19	15.2	66.2	63	50.4	145.4
-24	-19.2	-11.2	20	16.0	68.0	64	51.2	147.2
-23	-18.4	-9.4	21	16.8	69.8	65	52.0	149.0
-22	-17.6	-7.6	22	17.6	71.6	66	52.8	150.8
-21	-16.8	-5.8	23	18.4	73.4	67	53.6	152.6
-20	-16.0	-4.0	24	19.2	75.2	68	54.4	154.4
-19	-15.2	-2.2	25	20.0	77.0	69	55.2	156.2
-18	-14.4	-0.4	26	20.8	78.8	70	56.0	158.0
-17	-13.6	1.4	27	21.6	80.6	71	56.8	159.8
-16	-12.8	3.2	28	22.4	82.4	72	57.6	161.6
-15	-12.0	5.0	29	23.2	84.2	73	58.4	163.4
-14	-11.2	6.8	30	24.0	86.0	74	59.2	165.2
-13	-10.4	8.6	31	24.8	87.8	75	60.0	167.0
-12	-9.6	10.4	32	25.6	89.6	76	60.8	168.8
-11	-8.8	12.2	33	26.4	91.4	77	61.6	170.6
-10	-8.0	14.0	34	27.2	93.2	78	62.4	172.4
-9	-7.2	15.8	35	28.0	95.0	79	63.2	174.2
-8	-6.4	17.6	36	28.8	96.8	80	64.0	176.0
-7	-5.6	19.4	37	29.6	98.6	81	64.8	177.8
-6	-4.8	21.2	38	30.4	100.4	82	65.6	179.6
-5	-4.0	23.0	39	31.2	102.2	83	66.4	181.4
-4	-3.2	24.8	40	32.0	104.0	84	67.2	183.2
-3	-2.4	26.6	41	32.8	105.8	85	68.0	185.0
-2	-1.6	28.4	42	33.6	107.6	86	68.8	186.8
-1	-0.8	30.2	43	34.4	109.4	87	69.6	188.6
0	0.0	32.0	44	35.2	111.2	88	70.4	190.4
1	0.8	33.8	45	36.0	113.0	89	71.2	192.2
2	1.6	35.6	46	36.8	114.8	90	72.0	194.0
3	2.4	37.4	47	37.6	116.6	91	72.8	195.8
4	3.2	39.2	48	38.4	118.4	92	73.6	197.6
5	4.0	41.0	49	39.2	120.2	93	74.4	199.4
6	4.8	42.8	50	40.0	122.0	94	75.2	201.2
7	5.6	44.6	51	40.8	123.8	95	76.0	203.0
8	6.4	46.4	52	41.6	125.6	96	76.8	204.8
9	7.2	48.2	53	42.4	127.4	97	77.6	206.6
10	8.0	50.0	54	43.2	129.2	98	78.4	208.4
11	8.8	51.8	55	44.0	131.5	99	79.2	210.2
12	9.6	53.6	56	44.8	132.8	100	80.0	212.0
13	10.4	55.4	57	45.6	134.6			

To change the temperature as given by the centigrade scale into the same as given by Fahrenheit, multiply the centigrade degrees by $\frac{9}{5}$ and add 32 deg. to the product. The sum will be the temperature by Fahrenheit's scale. To change from Reaumur's to Fahr-

enheit's scale, multiply the degrees on Reaumur's scale by $\frac{9}{4}$ and add 32 deg. to the product. The sum will be the temperature by Fahrenheit's scale. For those who wish to save themselves the trouble we have calculated the preceding comparative table.

CHAPTER II.

ASTRONOMY AND TIME.

EDITED BY A. RUSSELL BOND.

ASTRONOMICAL SYMBOLS AND ABBREVIATIONS.

☉	The Sun.	°	Degrees.	
☾	The Moon.	'	Minutes of Arc.	
☿	Mercury.	"	Seconds of Arc.	
♀	Venus.	N.	North.	S. South.
⊕ or ♂	The Earth.	E.	East.	W. West.
♂	Mars.			♂
♃	Jupiter.	♈	Aries.	0
♄	Saturn.	♉	Taurus.	30
♅	Uranus.	♊	Gemini.	60
♆	Neptune.	♋	Cancer.	90
♁	Conjunction.	♌	Leo.	120
☐	Quadrature.	♍	Virgo.	150
♊	Opposition.	♎	Libra.	180
♊	Ascending	♏	Scorpio.	210
♊	Node.	♐	Sagittarius.	240
♊	Descending	♑	Capricornus.	270
♊	Node.	♒	Aquarius.	300
h	Hours.	♓	Pisces.	330
m	Minutes of Time.			
s	Seconds of Time.			

THE EARTH.

The Earth rotates at a velocity of 15 degrees an hour (about 17.366 miles a minute at the Equator); 1° is therefore equal to 4 minutes.

The Circumference of the Globe is about 24,855 miles, and the diameter about 7,900 miles. More exactly:

Earth's Equatorial Semi-diameter	=	3963.296	miles.
" Polar	"	3949.790	"
" Mean	"	3958.794	"
" Oblateness	=	305	"
1° of latitude at pole	=	69.407	"
1° " equator	=	68.704	"

The temperature increases on an average about 1° F. for every 64 feet descent. But this amount is variable according to the locality, geological formation, and dip of strata. In the Calumet and Hecla Mines, observations show an increase of 1° in about every 125 feet. At Bendigo it is shown to be 1° per 80 feet of descent. At Ronchamp Collieries, on the other hand, the temperature increases 1° F. in only 49 feet.

The mean density of the earth is 5.53 times as great as that of an equal bulk of water.

Area in sq. miles:

Africa	11,514,000
North America	6,446,000
South America	6,837,000
Asia	14,710,000
Australasia	3,288,000
Europe	3,555,000
Polar Regions	4,888,800

Total..... 51,238,800

Total surface..... 196,971,984 sq. miles
Cubic contents... 259,944,035,515 cubic miles

Greatest depth of sea (Pacific O.)..... 30,000 Feet.
(Atlantic)..... 27,366
Highest mountain (Himalaya)..... 29,002
Highest balloon ascent above the earth. 37,000
" " (without man).. 95,280

By combining a large number of analyses of rocks of all sorts, F. W. Clarke has estimated the relative amounts of elements in the crust of the earth:

	Per cent.		Per cent.
Oxygen.....	47.02	Manganese.....	.07
Silicon.....	28.06	Sulphur.....	.07
Aluminium.....	8.16	Barium.....	.05
Iron.....	4.64	Strontium.....	.02
Calcium.....	3.50	Chromium.....	.01
Magnesium.....	2.62	Nickel.....	.01
Sodium.....	2.63	Lithium.....	.01
Potassium.....	2.32	Chlorine.....	.01
Titanium.....	.41	Fluorine.....	.01
Hydrogen.....	.17		
Carbon.....	.12		100
Phosphorus....	.09		

—Science Year Book.

The Earth is not always at the same distance from the Sun. In the Nautical Almanac the sun's apparent semi-diameter is given for every day in the year. The apparent semi-diameter was 16' 17". 89 on January 1st, 1912, and on July 1st of the same year it was 15' 45". 68. This proves that a greater distance separates us from the sun in summer than in winter.

PERIHELION AND APHELION.—When the earth is nearest to the sun it is said to be in *Perihelion*, and when farthest from the sun it is said to be in *Aphelion*.

THE EARTH MOVES WITH VARYING VELOCITY IN ITS ORBIT.—This is ascertained by measuring the sun's longitude for two successive days at different times of the year, by which means it is found in December to move over 61' 10.0" within a period of twenty-four hours, while in June it only moves over 57' 10.8" in the same time.

KEPLER'S LAW OF EQUAL AREAS.—Kepler found that the line joining the center of the sun with the center of the earth moved over equal areas in equal times, that is, the greater distance of the earth from the sun in June compensated for the smaller arc of motion in longitude, so that lines drawn from the sun to the extremities of the arcs moved over make equal triangles.

THE SUN.

—Solar Parallax (equatorial horizontal), $8.80'' \pm 0.02''$. Mean distance of the sun from the earth, 92,885,000 miles; 149,480,000 kilometers. Variation of the distance of the sun from the earth between January and July, 3,100,000 miles; 4,950,000 kilometers. Linear value of $1''$ on the sun's surface, 450.3 miles; 724.7 kilometers. Mean angular semi-diameter of the sun, $16' 02.0''$. Sun's linear diameter, 866,400 miles; 1,394,300 kilometers. (This may, perhaps, be *variable* to the extent of several hundred miles.) Ratio of the sun's diameter to the earth's 109.3. Surface of the sun compared with the earth, 11,940. Volume, or cubic contents, of the sun compared with the earth, 1,305,000. Mass, or quantity of matter, of the sun compared with the earth, $330,000 \pm 3000$. Mean density of the sun compared with the earth, 0.253. Mean density of the sun compared with water, 1.406. Force of gravity on the sun's surface compared with that on the earth, 27.6. Distance a body would fall in one second, 444.4 feet; 135.5 meters. Inclination of the sun's axis to the ecliptic, $70^\circ 15'$. Longitude of its ascending node 74° . Date when the sun is at the node, June 4, 5. Mean time of the sun's rotation (Carrington), 25.38 days. Time of rotation of the sun's equator, 25 days. Time of rotation at latitude 20° , 25.75 days. Time of rotation at latitude 30° , 26.5 days. Time of rotation at latitude 45° , 27.5 days. (These last four numbers are somewhat doubtful, the formulæ of various authorities giving results differing by several hours in some cases.) Linear velocity of the sun's rotation at its equator, 1.261 miles per second; 2.028 kilometers per second. Total quantity of sunlight, 1,575,000,000,000,000,000,000,000,000,000 candles. Intensity of the sunlight at the surface of the sun, 190,000 times that of a candle flame; 5300 times that of metal in a Bessemer converter; 146 times that of a calcium light; 3.4 times that of an electric arc. Brightness of a point on the sun's limb compared with that of a point near the center of the disk, 25 per cent. Heat received per minute from the sun upon a square meter, perpendicularly exposed to the solar radiation, at the upper surface of the earth's atmosphere (*the solar constant*), 20 calories. Heat radiation at the surface of the sun, per square meter per minute, 1,117,000 calories. Thickness of a shell of ice which would be melted from the surface of the sun per minute, $48\frac{1}{2}$ feet, or $14\frac{3}{4}$ meters. Mechanical equivalent of the solar radiation at the sun's surface, continuously acting, 109,000 horse power per square meter; or, 10,000 (nearly) per square foot. Effective temperature of the solar surface about $5,000^\circ \text{C.}$, or $9,000^\circ \text{F.}$

ECLIPTIC.—If the brilliance of the sun did not obscure the stars, in other words, if we were able to see the stars by day as we do at night, we should note that the sun travels eastward among them, making a complete revolution in a year. The path of the sun among the stars is known as the "Ecliptic." The angle ($23\frac{1}{2}^\circ$) between the plane of the ecliptic and that of the celestial equator is known as the *obliquity of the ecliptic*. The sun's motion is only apparent. The plane of the ecliptic is really the plane of the earth's revolution about the sun, while the plane of

the celestial equator is the plane of the earth's rotation on its axis.

NODES.—The two points where the plane of the ecliptic crosses the plane of the celestial equator or equinoctial are called *nodes*, that point at which the sun appears to come up from below the equator being called the *ascending node*, and that at which the sun appears to descend from above the same plane being called the *descending node*.

THE FIRST POINT OF ARIES.—The *ascending node* above referred to is the *first point of Aries*. It is universally used for fixing the right ascension of celestial bodies.

PRECESSION AND NUTATION.—The sun and moon attract the protuberant portion of the earth's equator more on that side nearest to them than on that side farthest away, and in this way the differential attraction tends to tilt the axis a little, so that it describes a circle in about 25,800 years. The moon's differential attraction is greater than that of the sun. On account of the moon's continually changing its relation to the earth's equator, it causes the axis of the earth to describe a circle with a wavy circumference, known as *nutations*, or nodding of the earth's axis.

LATITUDE, LONGITUDE, RIGHT ASCENSION, AND DECLINATION.—Terrestrial latitude is measured from the equator to the poles, north and south. Terrestrial longitude is commonly measured from the meridian of Greenwich, but some countries use their own meridians. Right ascension is measured from the first point of Aries. Declination is measured from the celestial equator. Celestial longitude is measured from the first point of Aries, celestial latitude from the ecliptic.

SATELLITES OF THE SOLAR SYSTEM

NAME	SEMI-MINOR AXIS	MEAN DISTANCE IN MILES	SIDEREAL PERIOD d. h. m. s.	DISCOVERER	DATE
THE EARTH					
The Moon...	...	238,840	27 7 43 11		
MARS					
1. Phobos....	14	5,850	7 39 15	Asaph Hall....	Aug. 17, 1877
2. Deimos....	13	14,650	1 6 17 54	Asaph Hall....	Aug. 11, 1877
JUPITER					
5. (Nameless)...	13	112,500	11 57 23	Barnard.....	Sept. 9, 1892
1. Io.....	64	261,000	1 18 27 33	Galileo.....	Jan. 7, 1610
2. Europa....	61	415,000	3 13 13 42	Galileo.....	Jan. 8, 1610
3. Ganymede..	6	664,000	7 3 43 33	Galileo.....	Jan. 7, 1610
4. Callisto...	7	1,167,000	16 16 32 11	Galileo.....	Jan. 7, 1610
6. (Nameless)...	14	7,000,000	250 d.	Perrine.....	Dec. 1904
7. (Nameless)...	16	7,300,000	265 d.	Perrine.....	Jan. 1903
8. (Nameless)...	17	15,600,000	789 d.	Melotte.....	Jan. 1908
SATURN					
1. Mimas.....	15	117,000	22 37 6	W. Herschel...	July 18, 1789
2. Enceladus..	14	157,000	1 8 53 7	W. Herschel...	Aug. 20, 1789
3. Tethys....	11	186,000	1 21 18 26	J. D. Cassini...	Mar. 21, 1684
4. Dione.....	11	238,000	2 17 41 9	J. D. Cassini...	Mar. 21, 1684
5. Rhea.....	10	332,000	4 13 25 12	J. D. Cassini...	Dec. 23, 1672
6. Titan.....	9	771,000	15 22 41 23	Huygens.....	Mar. 25, 1655
7. Hyperion...	16	934,000	21 6 39 27	G. P. Bond....	Sept. 10, 1848
8. Iapetus....	11	2,225,000	79 7 54 17	J. D. Cassini...	Oct. 25, 1671
9. Phoebe....	17	8,000,000	546.5 d.	W. H. Pickering	1898
10. Themis....	17	906,000	20 20 24 0	W. H. Pickering	1903
URANUS					
1. Ariel.....	15	120,000	2 12 29 21	Lassell.....	Oct. 24, 1851
2. Umbriel....	16	167,000	4 3 27 37	Lassell.....	Oct. 24, 1851
3. Titania....	13	273,000	8 16 56 29	W. Herschel...	Jan. 11, 1787
4. Oberon....	14	365,000	13 11 7 6	W. Herschel...	Jan. 11, 1787
NEPTUNE					
1. (Nameless) |	13	221,500	5 21 2 44	Lassell.....	Oct. 10, 1846

PRINCIPAL ELEMENTS OF THE SOLAR SYSTEM.

NAME	MEAN DISTANCE FROM SUN		SIDEREAL PERIOD		MEAN DIAM'T'R MILES	MASS ⊕ = 1	DENSITY Water = 1	VOLUME ⊕ = 1	AXIAL ROTATION
	⊕ = 1	MILLIONS OF MILES	MEAN SOLAR DAYS	YEARS					
☿ Mercury .	0 387	36.0	87 97	0 24	3030	0 476	4.7(?)	0 056	88 ^d
♀ Venus.	0 723	67.2	224 70	0 62	7700	0 82	4.94	0.92	225 ^d
⊕ Earth...	1 000	92 9	365 26	1 00	7917 6	1 00	5.55	1 00	23 ^h 56 ^m 4 ^s
♂ Mars. ...	1 524	141 5	686.95	1 88	4230	0 108	3 92	0 152	24 ^h 37 ^m 23 ^s
♃ Jupiter...	5 203	483 3	4332 58	11 86	86500	317 7	1 32	1309	9 ^h 55 ^m ±
♄ Saturn....	9 539	886 0	10759 2	29 46	73000	94 8	0 72	760	10 ^h 14 ^m ±
♅ Uranus ..	19 183	1781 9	30686 8	84 02	31900	14 6	1 22	65	?
♆ Neptune...	30 055	2971 6	60181 1	164 78	34800	17 0	1 11	85	?
☉ Sun . . .	...		....	...	866400	332000	1.39	1300000	25 ^d 7 ^h 48 ^m ±
☾ Moon ..	From ⊕ 238,840 mls		27.32	0.75	2163	1/81.5	3 39	0 020	27 ^d 7 ^h 43 ^m

Observer's Handbook.

PERIODIC COMETS.

NAME.	Perihelion Passage.	Period (Years.)	Perihelion Dist. Earth's Orbit = 1.	Eccentricity.
Encke	1885, Mar. 7	3.3	0.34	0.846
Tempel.....	1883, Nov. 20	5.2	1.34	0.553
Barnard	1890, Feb. 17	5.4	1.28	0.582
Tempel-Swift.....	1886, May 9	5.5	1.07	0.656
Brorsen.....	1879, Mar. 30	5.5	0.59	0.810
Winnecke	1886, Sept. 4	5.8	0.88	0.727
Tempel.....	1885, Sept. 25	6.5	2.07	0.405
Biela.....	1882, Sept. 23	6.6	0.86	0.755
D'Arrest.....	1884, Jan. 13	6.7	1.33	0.626
Faye.....	1881, Jan. 22	7.6	1.74	0.549
Tuttle.....	1885, Sept. 11	13.8	1.02	0.821
Pons-Brooks.....	1884, Jan. 25	71.5	0.77	0.955
Olbers.....	1887, Oct. 8	72.6	1.20	0.931
Halley.....	1910, Apr. 19	74.4	0.59	0.967

SHOOTING STARS.—The names of the principal meteor swarms and the dates of their appearance are as follows:—

Name.	Date.	Comet having same Orbit.
Andromedes .	23 November	Biela's
Lyrids.	20 April.	Comet I. 1861
Leonids.	15 November	Tempel's, 1866
Perseids.	11 August. ...	Comet III. 1863

LIGHT YEAR

The distance that light can travel in a year is called a "Light Year" and is used by astronomers as a unit of linear measure.

Light travels in	
1 second.....	186,330 miles
1 minute.....	11,179,800 "
1 hour.....	670,788,000 "
1 day.....	16,098,912,000 "
1 year.....	588,022,995,000 "

The earth's mean distance from the sun is also used as a unit of linear measure.

•GREEK ALPHABET.

The different stars of the several constellations are usually indicated by the letters of the Greek alphabet. For convenience of reference, the alphabet is here given.

A α	Alpha.	H η	Eta.	N ν	Nu.	T τ	Tau.
B β	Beta.	Θ θ	Theta.	Ξ ξ	Xi.	Υ υ	Upsilon.
Γ γ	Gamma.	Ι ι	Iota.	Ο ο	Omicron.	Φ φ	Phi.
Δ δ	Delta.	Κ κ	Kappa.	Π π	Pi.	Χ χ	Chi.
Ε ε	Epsilon.	Λ λ	Lambda.	Ρ ρ	Rho.	Ψ ψ	Psi.
Ζ ζ	Zeta.	Μ μ	Mu.	Σ σ	Sigma.	Ω ω	Omega.

NAMES OF THE PRINCIPAL STARS.

The following table exhibits the names of all the Stars of the First Three Magnitudes to which Astronomers have given names, at least all those whose names are in common use.

α	Andromedæ—Andromeda.	Alpheratz.	α	Canis Minoris—Little Dog.	Procyon.
β	"	Mirach Mizar.	β	"	Gomeisa.
γ	"	Almach.	α	Canum Venaticorum—	
α	Aquarii—Water Bearer.	Sadalmelik.		Hunting Dogs.	Cor Caroli.
β	"	Sadalsund.	α^2	Capricorni—Sea Goat.	Secunda Giedi.
δ	"	Skat.	δ	"	Deneb Algiedi.
α	Aquilæ—Eagle.	Altair.	α	Cassiopeie—Cassiopeia.	Schedar.
β	"	Alshain.	β	"	Chaph.
γ	"	Tarazed.	α	Cephei—Cepheus.	Alderamin.
α	Arietis—Ram.	Hamal.	β	"	Alphirk.
β	"	Sheratan.	γ	"	Errai.
γ	"	Mesartim.	α	Ceti—Whale.	Menkar.
α	Aurigæ—Charioteer.	Capella.	β	"	Diphda.
β	"	Menkalinan.	ζ	"	Baten Kaitos
α	Boötis—Herdsman.	Arcturus.	θ	"	Mira.
β	"	Nekkar.	α	Columbæ—Dove.	Phact.
ϵ	"	Isar, Mizar, Mirach.	α	Coronæ Borealis—Crown.	Alphecca.
η	"	Muphrid.	α	Corvi—Crow.	Alchiba.
α	Canis Majoris—Great Dog.	Sirius.	δ	"	Algores.
β	"	Mirsam.	α	Crateris—Cup.	Alkes.
γ	"	Adara.	α	Cygni—Swan.	Aried, Deneb Adige.
β	Cygni—Swan.	Albireo.	δ	Orionis—Orion	Mintaka.
α	Draconis—Dragon.	Thuban.	ϵ	"	Alnilam.
β	"	Alwaid.	α	Pegasi—Pegasus.	Markab.
γ	"	Etanin.	β	"	Scheat.
β	Eridani—River Eridanus.	Cursa.	γ	"	Algenib.
γ	"	Zaurac.	ϵ	"	Enif.
α	Geminorum—Twins.	Castor.	ζ	"	Homan.
β	"	Pollux.	α	Persei—Perseus.	Mirfak.
γ	"	Alhena.	β	"	Algol.
δ	"	Wesat.	α	Piscis Australis—Southern	
ϵ	"	Mebstuta.		Fish.	Fomalhaut.
α	Herculis—Hercules.	Ras Algethi.	ϵ	Sagittarii—Archer.	Kaus Australis.
β	"	Korneforos.	α	Scorpionis—Scorpion.	Antares, Cor
α	Hydræ—Sea Serpent.	Al Fard, Cor Hydræ.			Scorpionis.
α	Leonis—Lion.	Regulus, Cor Leonis.	α	Serpentis—Serpent.	Unukalhai.
β	"	Deneb Aleet, Denedola, Deneb.	α	Tauri—Bull.	Aldebaran.
γ	"	Algeiba.	β	"	Nath.
δ	"	Zosma.	η	"	Alcyone (Pleiad).
α	Leporis—Wolf.	Arneb.	α	Ursæ Majoris—Great Bear.	Dubhe.
α	Libræ—Scales.	Zuben el Genubi.	β	"	Merak.
β	"	Zuben el Chamali.	γ	"	Phecda.
γ	"	Zuben Hakrabi.	ϵ	"	Alioth.
α	Lyræ—Lyre.	Vega.	ζ	"	Mizar.
β	"	Sheliak.	η	"	Alkaid, Benetnasch.
γ	"	Sulaphat.	ι	"	Talitha.
α	Ophiuchi—Serpent Bearer.	Ras Alhague.	α	Ursæ Minoris—Little Bear.	Polaris.
β	"	Cebalrai.	β	"	Kochab.
α	Orionis—Orion.	Betelgeux.	α	Virginis—Virgin.	Spica Azimech, Spica.
β	"	Rigel.	β	"	Zavijava.
γ	"	Bellatrix.	ϵ	"	Vindemiatrix

In designating a star instead of writing α of Ursa Major or α of Gemini or α of Cassiopeia, it is customary to use the genitive form of the constellation name. Thus: α Ursae Majoris, α Geminorum, α Cassiopeiae, etc.

STARS ARRANGED IN THE ORDER OF THEIR MAGNITUDE DOWN
TO AND INCLUDING POLARIS

NAME OF STAR	Magnitude	R. A.			Dec.		
		h	m	s	°	'	"
α Canis Majoris—(Sirius).....	− 1.6	6	41	16	−16	35	41
α Argūs—(Canopus).....	− 0.9	6	22		−52	38	50
α Centauri.....	0.1	14	33	37	−60	28	22
α Lyrae—Vega.....	0.1	18	33	58	+38	42	4
α Boōtis—(Arcturus).....	0.2	14	11	38	+19	38	25
α Aurigæ—(Capella).....	0.2	5	10	11	+45	54	34
β Orionis—(Rigel).....	0.3	5	10	18	−8	18	9
α Canis Minoris—(Procyon).....	0.5	7	34	42	+5	27	4
α Aquilæ—(Altair).....	0.9	19	46	29	+8	38	7
β Centauri.....	0.9	13	57	36	−59	56	56
α Orionis—(Betelgeux).....	0.9	5	50	24	+7	23	29
α Eridani—(Achernar).....	1	1	34	26	−57	41	1
α Tauri—(Aldebaran).....	1.1	4	30	52	+16	19	59
β Geminorum—(Pollux).....	1.2	7	39	56	+28	14	22
α Scorpionis—(Antares).....	1.2	16	24	1	−26	14	15
α Virginis—(Spica).....	1.2	13	20	33	−10	42	8
α Cygni—(Deneb).....	1.3	20	38	26	+44	57	55
α Leonis—(Regulus).....	1.3	10	3	41	+12	23	51
α Pisc. Aust.—(Fomalhaut).....	1.3	22	52	47	−30	5	20
β Crucis.....	1.5	12	42	34	−59	12	28
ε Canis Majoris.....	1.6	6	55	10	−28	51	6
α Crucis.....	1.6	12	21	42	−62	36	41
γ Crucis.....	1.6	12	26	17	−56	37	13
ε Argus.....	1.7	8	20	43	−59	13	34
γ Orionis—(Bellatrix).....	1.7	5	20	25	+6	16	14
λ Scorpionis.....	1.7	17	27	38	−37	2	25
ε Ursæ Majoris—(Alioth).....	1.7	12	50	10	+56	26	14
β Argūs.....	1.8	9	12	14	−69	21	17
ε Orionis—(Alnilam).....	1.8	5	31	45	−1	15	26
β Tauri.....	1.8	5	20	44	+28	32	2
γ Geminorum.....	1.9	6	32	38	+16	28	31
α Persei—(Algenib).....	1.9	3	18	2	+49	32	56
α Triang. Aust.....	1.9	16	39	20	−68	52	3
η Ursæ Majoris—(Alkaid).....	1.9	13	44	5	+49	45	8
δ Argūs.....	2	8	42	16	−54	23	9
β Canis Majoris.....	2	6	18	49	−17	54	41
δ Canis Majoris.....	2	7	4	49	−26	15	10
α Geminorum—(Castor).....	2	7	28	59	+32	4	57
δ Orionis.....	2	5	36	19	−1	59	19
ε Sagittarii.....	2	18	18	20	−34	25	37
α Ursæ Majoris—(Dubhe).....	2	10	58	18	+62	13	35
β Aurigæ.....	2.1	5	53	4	+44	56	22
α Ophiuchi.....	2.1	17	30	51	+12	37	24
α Pavonis.....	2.1	20	18	42	−57	1	4
ε Sagittarii.....	2.1	18	49	59	−26	24	25
α Ursæ Minoris—(Polaris).....	2.1	1	27	51	+88	50	11

DISTANCES OF THE NEARER STARS.

α Centauri.....	4.3	Light years	β Leonis (Denebola).....	25.3	Light years
Lalande 21,185.....	8.1	" "	β Virginis.....	27.6	" "
α Canis Majoris (Sirius)....	8.7	" "	μ Cassiopeiae.....	29.1	" "
τ Ceti.....	9.8	" "	γ Draconis.....	30.5	" "
α Canis Minoris.....	10.1	" "	μ Herculis.....	30.8	" "
61 Cygni.....	10.5	" "	γ Cygni.....	30.8	" "
Groombridge 34.....	11.6	" "	Groombridge 1830.....	32.0	" "
α Aquilæ.....	13.7	" "	α Lyrae (Vega).....	34.7	" "
Lalande 21,258.....	16.1	" "	θ Ursæ Majoris.....	35.5	" "
η Cassiopeiae.....	16.2	" "	α Boōtis (Arcturus).....	43.5	" "
ξ Ursæ Majoris.....	18.2	" "	β Cassiopeiae.....	44.1	" "
ο Eridani.....	18.8	" "	α Ophiuchi.....	44.1	" "
ζ Herculis.....	22.9	" "	α Tauri (Aldebaran).....	44.7	" "
ο Ceti (Mira).....	22.9	" "	α Aurigæ.....	49.4	" "
α Pisc. Aust. (Fomalhaut)...	23.6	" "	β Gemini.....	50.9	" "

THE NORTHERN HEAVENS.

The maps shown on the following pages represent the heavens as seen, on the different dates given, from stations in and about the latitude of New York (40° N). It is not an easy matter to recognize the stars by looking at the map. A certain amount of study is necessary; for, of course, the different stars of a constellation are not linked together by lines as they are in the map and furthermore their magnitude is very much exaggerated. The best plan for the novice is to start with a well known constellation, such as that of the Great Bear. The "Dipper" which is a part of the Great Bear is so conspicuous a group in the northern skies that anyone can point it out. Knowing the Dipper, the Pole Star may readily be discovered by tracing a line from β through ϵ of the Dipper and about five times as far. Around the Pole Star (Polaris) which is of the second magnitude, the entire northern heavens appear to revolve once a day. Having found the Pole Star, the constellation of Cassiopeia may be found by extending a line from ϵ of the Dipper through the Pole Star and as far again to the other side, where a cluster of stars in the form of a large ragged W will be found. If we run a line diagonally from ϵ of the Dipper through γ and about eight or nine times as far, again, we shall come to the first magnitude star Spica, in the constellation of the Virgin, while a line extended from ϵ through δ and about eight times as far again will bring us in the midst of the constellation of the Lion. At the eastern end of this constellation, is the second magnitude star Denebola, and the distance from this star to Spica is about the same as that from Spica to Arcturus, the first magnitude star in the constellation of Boötes. Thus we may proceed building up our knowledge of various groups and using these groups as reference points to find new constellations.

Contrary to custom in geographical maps, our star maps are drawn with the east on the lefthand side and the west on the righthand



THE "DIPPER" AS AN INDEX TO THE HEAVENS.

side, while north is at the top of the page and south at the bottom. This is due to the fact that the heavens are viewed looking upward, while the geographical map is viewed looking downward. In locating stars and constellations, it is best to hold the map overhead when the actual points of the compass and those marked on the map will bear the true relation to each other.

NIGHT SKY: JANUARY AND FEBRUARY.

If one views the heavens on the hours specified under our map of January, he will find almost directly overhead a bright star with a triangle of lesser stars beside it. The bright star is Capella or the Little She Goat which is held on the arm of Auriga, the Charioteer, whose left hand is represented by the triangle of stars, γ , ϵ , ζ . The constellation bears no resemblance whatever to a charioteer or a goat. In fact, very few constellations bear any resemblance to the objects the ancients supposed them to represent. Half-way between Capella and the southern horizon are the three bright stars forming the belt of Orion. They are indicated in the map ζ , ϵ , δ , and they are centered in the square formed by the stars, Betelgeux, Bellatrix, Rigel and the star noted by the letter κ . The little triangle of stars at λ mark the head of Orion, while the line of faint stars at π represents a lion skin that Orion is holding forth towards the constellation of Taurus, the Bull. The principal star of this constellation is Aldebaran, a bright red star, marking the left eye

of the bull, while his two horns are indicated by the stars β and ζ . The star ϵ is at the right eye of the bull, and γ at his nose. They form with Aldebaran a triangle that is easily recognizable. A little to the west of this group is the interesting star cluster of the Pleiades. In this cluster, there are six stars easily visible to the naked eye, and many can see seven stars, while observers with exceptionally good eyesight have been able to see as many as fourteen stars. A small spy-glass will reveal large numbers.

The stars forming the belt of Orion point in the general direction of the first magnitude star Sirius in the constellation of Canis Major, the Great Dog. Sirius is by far the brightest object in the heavens if we exclude the sun, moon and planets. It is one of the nearest stars outside our solar system, yet it is so far off that it takes nearly nine years for its light to reach us. The diameter of Sirius is about twenty times that of the sun and its volume is about seven thousand times greater. In the constellation of Canis Major there are



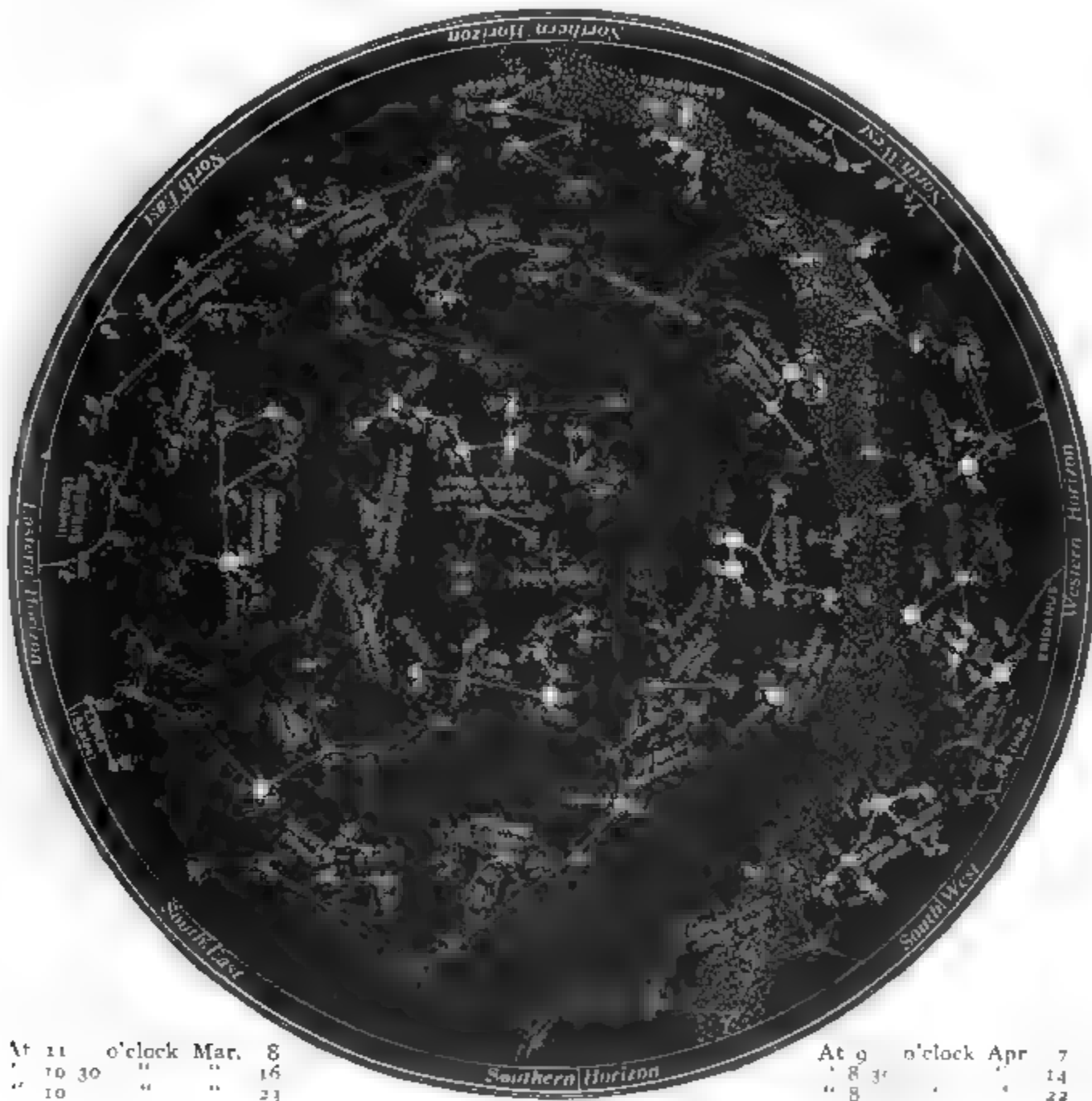
NIGHT SKY: JANUARY AND FEBRUARY.

two other first magnitude stars, but Sirius so far outshines them that they look no brighter than second magnitude stars. If we follow the line from Aldebaran eastward beyond ζ we come to the constellation of Gemini, the Twins, marked by the two bright stars, Castor and Pollux, while south of this constellation is the first magnitude star Procyon in the constellation of Canis Minor, the Little Dog. It will be noticed that most of the constellations so far referred to lie adjacent to the Milky Way. If we follow the Galaxy northward, we find just beyond the constellation of Auriga, the constellation of Perseus, whose most interesting star is marked δ and is known as Algol, the Demon Star or the Winking Demon. Every two days,

twenty hours and forty-nine minutes, this star begins to fade until, in the course of three or four hours, it loses four-fifths of its light. Then it begins to become brighter until eventually, after three or four hours more, it reaches its normal brilliancy. The star marks the head of Medusa, which according to the Greek legend Perseus was carrying when he came across Andromeda chained to the rock. Further north along the Milky Way we come to Cassiopeia.

In the northeast is the great dipper forming part of Ursa Major, the Great Bear; far in the east is the constellation of Leo, the Lion, in which are the prominent stars Regulus, Denebola. The curved line of stars ending with Regulus is known as the Sickle.

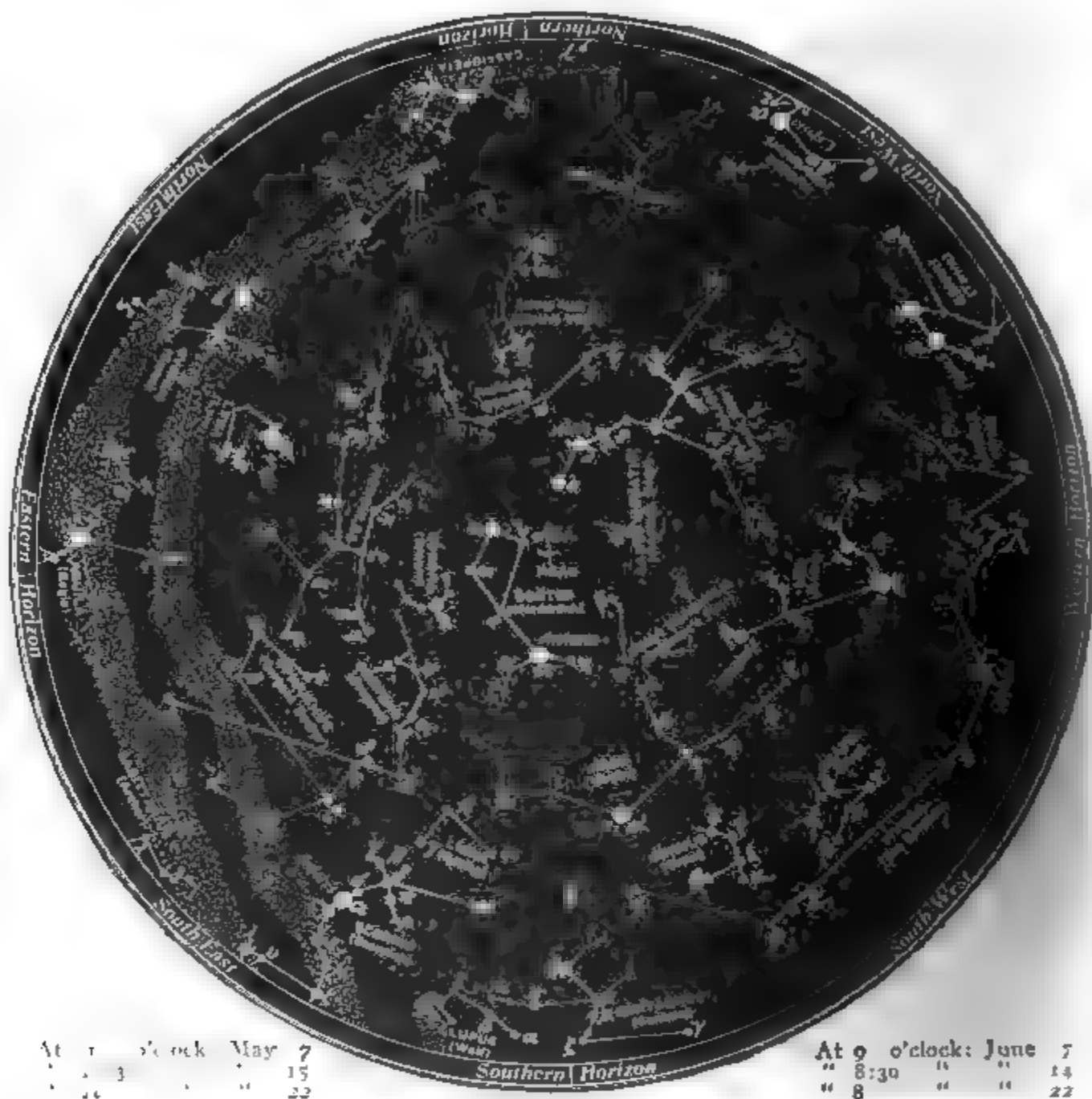
(The Star Maps are all copyrighted by Munn & Co., Inc.)



NIGHT SKY: MARCH AND APRIL.

Our map for March and April shows most of the constellations along the Milky Way low in the western sky. The great dipper is well up near the zenith with its pointer stars β and α indicating the position of the Pole Star, Polaris. Oddly enough the ancients represented the great bear as having a long tail, indicated by the stars ϵ , ζ , η . These are the only stars that follow the outline of the beast. The star θ is at the bear's mouth, while the stars κ , ι , and μ , λ , and ν , ξ represent three of his feet. The star ζ is interesting because it has a small companion, called by the Arabs as "Alcor." A little to the south of the zenith is the constellation of Leo, referred to in the

previous paragraph. Below Leo are two small groups known as Corvus, the Crow, and Crater, the Cup. They are not very conspicuous; neither is Hydra, the Sea Serpent, which stretches its long length across the southern sky. Its brightest star is Alphard which is of the second magnitude. Above the head of the serpent is the inconspicuous constellation of Cancer, the Crab. An interesting feature of this constellation is a faint star cluster, just visible to the naked eye and marked on the map Praesepe, the "Beehive." In the telescope this is seen to be made up of a myriad of small bright stars.



At 9:30 o'clock: May 30

THE NIGHT SKY OF MAY AND JUNE.

The constellation nearest the zenith in May and June is that of Boötes, or the Herdsman. A bright red star, Arcturus, may be found in this constellation. It is known as the Wandering Star for the reason that it is slowly drifting with respect to the other stars in the Heavens. Since the time of Christ it has moved in a southwesterly direction, fully one degree, or through a distance equal to twice the diameter of the moon. Its yearly displacement is two seconds of arc. South of Boötes is the constellation of Virgo, whose brightest star is Spica. Between Virgo and Ursa Major are two faint constellations known as Coma Berenice, Berenice's Hair, and Canes Venatici, the Hunting Dogs. Close to the southern horizon is the constellation of Centaurus, the Centaur. Not very much of

this constellation can be seen from our latitude. Its brightest stars lie below the horizon. They include α Centauri, the nearest body outside the solar system. This star is only 255,000 times as far from us as we are from the sun. It takes its light 4½ years to come to us. In the southeast, low down near the horizon may be seen the constellation of Scorpio, the Scorpion. This constellation is made up of a very easily recognizable group of stars. It contains the brilliant first magnitude star, Antares, at each side of which are the lesser stars ϵ and ν . A line of stars traces the form of the Scorpion as shown to better advantage in the next map. The Scorpion embraces in its claws the constellation Libra, or the Scales. In the north above the Polar Star, we may see

the body of the Little Bear, Ursa Minor. Most of the stars of this constellation are faint with the exception of Polaris and two stars β and γ which have been called the guards. Between Ursa Minor and the Zenith, the constellation Draco, or the Dragon, twines its

long form. The stars γ , β and δ mark the head of the dragon. To the eastward of the constellation Boötes is a partial ring of stars known as Corona, or the Crown. This is one of the few groups actually outlining the object it is supposed to represent.



At 11 o'clock July 7
 " 10.30 " " 14
 " 10 " " 22

At 9 o'clock Aug 7
 " 8.30 " " 14
 " 8 " " 22

At 9:30 o'clock: July 30

NIGHT SKY: JULY AND AUGUST

The Zenith constellation for July and August is Lyra, the Lyre, with its bright blue-white star, Vega, nearly directly overhead. Just west of the Zenith is the constellation Hercules whose stars form a ragged-looking H. Below this constellation is Ophiuchus who has in his grasp the constellation Serpens or the Serpent. Low down in the south the constellation of Scorpio has dragged its full length above the horizon and it is easy to trace its body and tail ending with the stars

λ and ν . The opposite side of the Milky Way now stretches its length across the sky, containing in its extent many brilliant constellations. Just east of Scorpio is the constellation of Sagittarius, the Archer. Well up in the southeast is the star Altair of the constellation Aquila, the Eagle, and just above Altair is the tiny constellation, Sagitta or the Arrow. To the east may be seen Delphinus, the Dolphin, while to the east of Lyra is the constellation of Cygnus, the Swan.



At 9:30 o'clock: September 29

At 9 o'clock: June 7
 " 8:30 " " 14
 " 8 " " 22

NIGHT SKY: SEPTEMBER AND OCTOBER.

Our map for these two months shows no constellation immediately overhead. Half-way between the Zenith and the Pole Star is the constellation of Cepheus, a badly formed W made up of stars that are not very bright, with the exception of α which is of second magnitude. The Milky Way now stretches overhead and makes a beautiful sight on a moonless night. About thirty degrees south of the Zenith is the constellation Pegasus. Its three stars, γ, α, and β form with the star α of the constellation Andromeda, a large square

known as the "Square of Pegasus." Below the constellation Pegasus is that of Aquarius, the Water Bearer, while to the southwest is the zodiacal constellation of Capricornus, the Sea Goat. This constellation is marked by a very pretty naked eye double at α. The most conspicuous star in the south is Fomalhaut, of the Southern Fish. This brilliant star can hardly be appreciated in northern latitudes because it is not very favorably placed for observation. Below Fomalhaut is a bright little group known as Crux, the Crane.



NIGHT SKY: NOVEMBER AND DECEMBER.

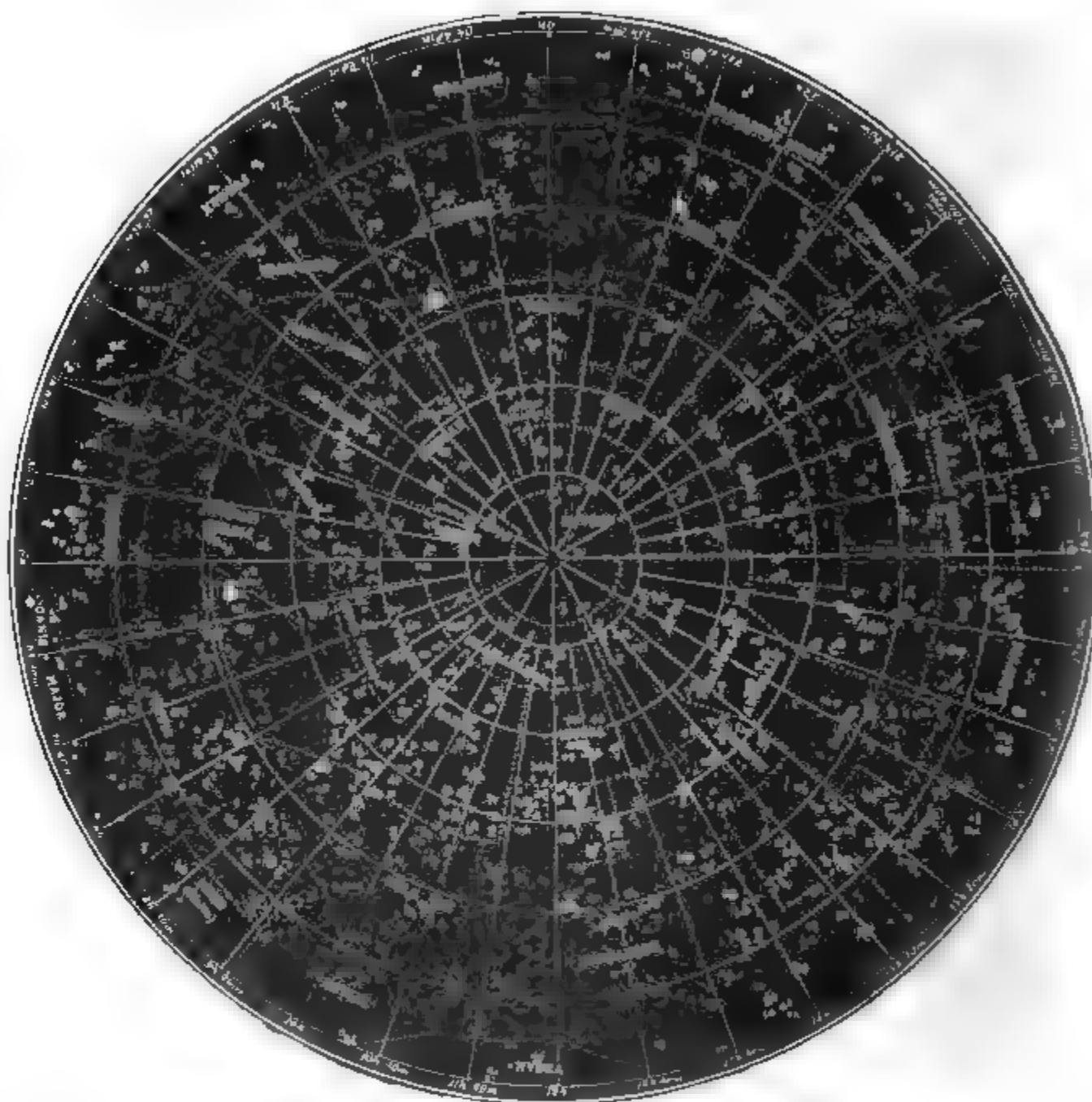
Running westward from the zenith stretches the constellation of Andromeda, the chained lady who was rescued by Perseus. In this constellation may be seen a faint nebula which in a telescope is shown to cover an enormous extent, a great whirl of nebulous material. Probably it represents a star in the making. The great square of Pegasus lies just to the south of the zenith. The southern sky is filled by the constellation of Cetus, the Whale. The most interesting star in this group is that of Mira, which on the average of once in

eleven months, blazes forth with a brilliance, sometimes exceeding the second magnitude. Generally, however, it does not exceed the third magnitude, while its normal brightness is such that it is barely visible to the naked eye. Between Cetus and the zenith are three small constellations, *i. e.*, Pisces, the Fishes, Aries, the Ram, and Triangulus, the Triangle. In the southeast sky is the wandering river, Eridanus, while the eastern sky is filled with brilliant winter constellations described in the paragraph on the January and February map.

THE SOUTHERN HEAVENS.

The accompanying map shows all the stars clearly visible to the naked eye within 60 degrees of the south pole. Only parts of this region may be seen from stations north of the Equator and even south of the Equator the

entire region cannot be seen at one time, except from stations below the sixtieth latitude. To adjust the map so as to show just what southern stars are in sight, from any given station at any day and hour,



MAP OF THE SOUTHERN HEAVENS.

proceed as follows: Add to the time as given by the clock (if the clock gives standard time greater accuracy may be obtained by correcting it to give the local time) the quantity given in the accompanying table for the current month, and add to this sum, four minutes for each day of the date. The result will be Sidereal time.

	h.	m.
January	18	39
February	20	41
March	22	32
April	0	34
May	2	32
June	4	34
July	6	31
August	8	35
September	10	37
October	12	35
November	14	38
December	16	36

Midnight should be counted as 12 hours, 1 A.M. as 13 hours, and so on, and, if the sum exceeds 24 hours, this amount should be subtracted from it. For example, for 1.15 A.M. on October 25th, we have:

	h.	m.
Clock time	13	15
From table, for October	12	35
4 × 25 = 100 minutes, or	1	40
Sum	27	30
Subtract 24 hours	24	0
Sidereal time	3	30

The results of this calculation will be correct within four or five minutes at the most, if the observer's clock keeps local time. If it keeps standard time, the result should be corrected by the amount by which standard time is fast or slow of local time. For our present purpose this correction is usually hardly necessary.

Find now the point on the margin of the map corresponding to the sidereal time. Turn the map until the corresponding time on the margin is at the top. Then lay a straight edge across the map so that it passes above the center at a distance equal to the observer's latitude, (if north of the Equator). As the white circles on the map are 10 degrees,

20 degrees, etc., from the center this can be done very easily. The part of the map above the straight edge then represents the southern sky as it appears above the observer's horizon. For stations south of the Equator, the straight edge should be held below the center of the map, at a distance equal to the latitude.

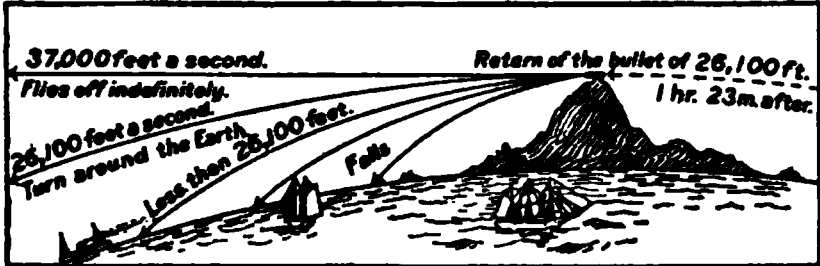
THE LARGE REFRACTORS OF THE WORLD.

INSTITUTION.	Aperture in Inches.	Focal Length in Feet.	Date of Erection.
Yerkes Observatory, Wisconsin, U. S. A.....	40.0	62.0	1897
Lick Observatory, California, U. S. A.....	36.0	57.8	1888
National Observatory, Meudon, France.....	32.5	53.0	1891
Astrophysical Observatory, Potsdam, Germany.....	31.1	39.4	.....
Bischoffsheim Observatory, Nice, France.....	30.3	52.6	1889
Imperial Observatory, Poulkova, Russia.....	30.0	42.0	1882
National Observatory, Paris, France.....	28.9	.....	.....
Royal Observatory, Greenwich, England.....	28.0	28.0	1894
Imperial Observatory, Vienna, Austria.....	27.0	34.0	1894
Royal Observatory, Greenwich, England.....	26.0	26.0	1897
Naval Observatory, Washington, U. S. A.....	26.0	32.5	1871
Leander McCormick Observatory, Virginia, U. S. A.....	26.0	32.5	1874
Cambridge University Observatory, England.....	25.0	.....	1868
National University, Meudon, France.....	24.4	52.2	1891
Harvard College, Cambridge, U. S. A.....	24.0	11.3	1894
Royal Observatory, Cape of Good Hope, Africa.....	24.0	22.6	1897
Lowell Observatory, Flagstaff, Arizona, U. S. A.....	24.0	31.0	1895
National Observatory, Paris, France.....	23.6	59.0	1889
Halstead Observatory, Princeton, U. S. A.....	23.0	32.0	1881
City Observatory, Edinburgh, Scotland.....	22.0	30.0	.....
Etna, Italy.....	21.8	.....	.....
Buckingham Observatory, England.....	21.2	.....	.....
M. Porro, Private Observatory, Italy.....	20.5	.....	.....
Chamberlin Observatory, Colorado, U. S. A.....	20.0	28.0	1891
Manila Observatory, Philippines.....	20.0	.....	1892
Astrophysical Observatory, Potsdam, Germany.....	19.7	41.2	.....
Imperial Observatory, Strassburg, Germany.....	19.1	23.0	1880
Milan Observatory, Italy.....	19.1	23.0	.....
Dearborn Observatory, Illinois, U. S. A.....	18.5	27.0	1863
National Observatory, La Plata, Argentina.....	18.1	29.5	1890
Lowell Observatory, Flagstaff, Arizona, U. S. A.....	18.0	26.3	1894
Flower Observatory, Philadelphia, U. S. A.....	18.0	.....	1896
Royal Observatory, Cape of Good Hope, Africa.....	18.0	22.6	1897

—Knowledge Diary and Scientific Handbook.

SHOOTING A BULLET OFF THE EARTH.

When a bullet is fired from a horizontal gun, the curve of the path that it pursues is dependent upon the horizontal velocity of the bullet and gravity. The higher the horizontal velocity the flatter will be the curve and the further will the bullet travel before it strikes the earth. If the velocity of the bullet were 26,100 feet per second the curve of its path would be parallel to the circumference of the earth. Accordingly the bullet would pass around the earth without touching it, and return to its starting point in one hour and twenty-three minutes. It would continue to re-



volve about the earth as long as the velocity was maintained. At the same time it would be constantly attracted by the earth and would be forever falling away from a straight line towards the earth without ever reaching it. If the speed of the bullet were 37,000 feet per second it would fly off never to return to the earth.



ZONES OF STANDARD TIME IN THE UNITED STATES.

TIME.

All calculations of time are based on the sun—not the real sun that we see, but a fictitious sun that keeps better time than the real sun. The time that is indicated by a sun dial is actual sun time or *Apparent Solar Time*; but this is not accurate enough for the civilized world because the day from noon to noon as marked by the real sun is longer at certain times of the year than at others. However, astronomers have constructed a fictitious sun that gives us days of uniform length, and the time it marks off is called *Mean Solar Time*. But this does not fully solve the problem of time. We have still to contend with the fact that the sun reaches the meridian successively later as it progresses westward, so that noon in Chicago, for instance, will be much later than noon in New York. In fact, noon on the west side of New York would come a few seconds later than noon on the east side. If each town in the country used local mean solar time, or *Local Time* as it is commonly called, the utmost confusion would prevail, particularly on railroads connecting the towns. To avoid this confusion it has been found necessary to establish certain zones in which uniform time is observed. It takes the sun twenty-four hours to circle the earth (to be sure it is the earth that moves, but for convenience we will consider that the earth is stationary and that the sun is moving around it). The earth is divided into 360 degrees of longitude. Therefore, it takes the sun one hour to traverse 15 degrees of longitude. The United States and the majority of the European countries have established time zones approximately 15 degrees wide, so that the time of one zone will differ from the next adjacent zones by an even hour. The degrees of longitude are measured from Greenwich, and at 15 degrees east of Greenwich the *Standard Time* used by the surrounding country will be just one hour ahead of *Greenwich Time*. Regions in the neighborhood 30 degrees east of Greenwich will use time two hours faster than the standard time of Greenwich. The same is true in the westward direction, except that here the clocks will be set slower than *Greenwich Time* in even hours at intervals of 15 degrees.

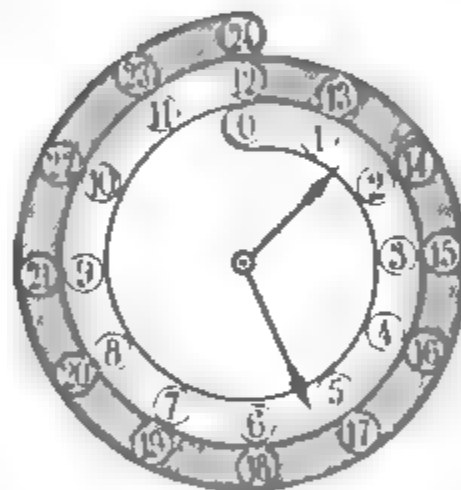
Eastern Time is taken from the 75th meridian, which being five times 15 degrees west of Greenwich, makes the time in this zone five hours slower than *Greenwich Time*. *Central Time* is taken from the 90th meridian and is one hour slower than *Eastern Time* and six hours slower than *Greenwich Time*. *Mountain Time* is taken from the 105th meridian, and *Pacific Time* from the 120th meridian. The zones are somewhat distorted, mainly to suit the convenience of railroads.

The movement which resulted in the adoption of the present time system may be said to have originated in a report on the subject by the American Meteorological Society which was submitted at a meeting of the General Time Convention held on October 12, 1881, proposing a single standard for the whole country and suggesting the hour theory as an alternative proposition. The proposal to fix one standard of time for the whole country had much to recommend it from a scientific point of view. But it was found to be impracticable on account of the many

discrepancies which would occur between time by the clock and solar time. Accordingly the hour system was adopted at a meeting of the Convention held in April, 1883. At noon, on November 8, 1883, time signals were sent out from Washington in accordance with the new hour standard time.

In Europe each country is small enough to be included in a single zone. *Greenwich Time* is used in Belgium, France, Great Britain, Holland (railways and telegraph), Portugal, and Spain. *Central European Time*, which is one hour faster than *Greenwich Time*, is used by Austria-Hungary, Denmark, Germany, Italy, Norway, Serbia, Sweden and Switzerland. *Eastern European Time*, two hours faster than *Greenwich Time*, is used by Bulgaria and Egypt. *By European Time*, in Turkey, the native time in the last-named country being based on sunset which being the end of the Turkish day makes the hour of 12.

In Belgium, France, Italy and Spain railroad clocks are divided into twenty-four hours, beginning with 0 at midnight and thus differing with A. M. and P. M. In France and Portugal clocks on the exterior of railroad stations are true, while those within are set five minutes slow.



TWENTY-FOUR AND TWELVE HOUR TIME COMPARED.

Were it possible for a person to travel westward around the world as fast as the sun, time would to him appear to be at a standstill. If he started, say at noon Monday, it would always be noon Monday to him, and apparently there would be no change in his calendar. Yet somewhere along his course around the world Monday must have ended and Tuesday must have begun. Were the traveler proceeding eastward he would in 12 hours meet and pass the sun on the opposite side of the earth and would apparently have reached the hour of noon Tuesday. At the end of 12 hours more he would meet the sun a second time and would have to tear off another leaf from his calendar and call the time noon, Wednesday. In other words, his journey around the globe would have taken him two days longer than the man who traveled with the sun and made the trip in no time. It is a fact that a trip around the earth in a west-

ward direction can actually be made in two days less than a trip in the eastward direction, although the same rate of speed is preserved; but the days of the east-bound traveler would be shorter than those of the west-bound traveler. In both cases the travelers would arrive with their calendars one day wrong; but a line has been established running north and south at which travelers are obliged to

add a day if they cross it going westward or subtract a day if they cross it traveling eastward. In other words, the day is supposed to start and end along this line, which is called the *International Date Line*. It follows the 180th meridian except for a few digressions, as indicated in the map on the opposite page, to suit the convenience of inhabitants of islands lying nearby.

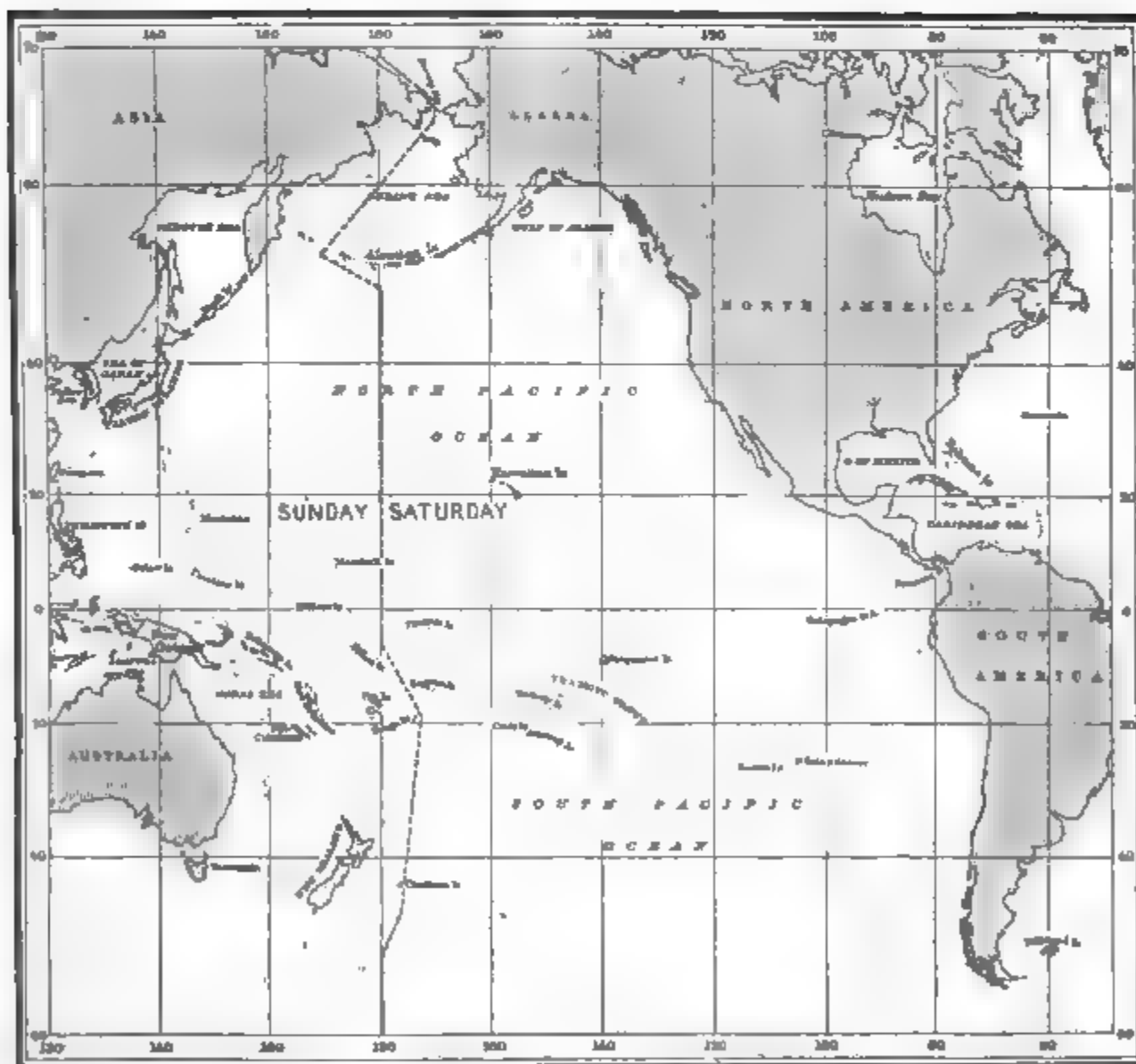
TABLE FOR THE CONVERSION OF TIME.
(To the nearest second.)

PLACE.	Earlier (−) or Later (+) than,					
	East'n Stand'd.			Greenwich.		
	h	m	s	h	m	s
United States—						
From Maine to South Carolina.....	0	0	0	−5	0	0
From Dakota and Michigan to Texas and Florida.....	−1	0	0	−6	0	0
From Montana to Arizona and New Mexico.....	−2	0	0	−7	0	0
Pacific Coast States and Nevada.....	−3	0	0	−8	0	0
Sitka, Alaska.....	−4	0	0	−9	0	0
Hawaiian Islands.....	−5	30	0	−10	30	0
Tutuila, Samoa.....	−6	30	0	−11	30	0
Guam.....	+14	30	0	+9	30	0
Philippine Islands.....	+13	0	0	+8	0	0
Porto Rico.....	+1	0	0	−4	0	0
Panama Canal Zone.....	0	0	0	−5	0	0
Algeria.....	+5	9	21	+0	9	21
Argentina.....	+0	43	12	−4	16	48
Australia, western.....	+13	0	0	+8	0	0
Australia, central.....	+14	30	0	+9	30	0
Australia, eastern.....	+15	0	0	+10	0	0
Austria-Hungary.....	+6	0	0	+1	0	0
Belgium.....	+5	0	0	0	0	0
Borneo (British North) and Labuan.....	+13	0	0	+8	0	0
Brazil (Rio Janeiro).....	+2	7	19	−2	52	41
British Columbia.....	−3	0	0	−8	0	0
Canada, eastern.....	0	0	0	−5	0	0
Canada, central.....	−1	0	0	+6	0	0
Chile.....	+0	17	14	−4	42	46
China (Shanghai).....	+13	5	43	+8	5	43
China (Saigon).....	+12	6	49	+7	6	49
Colombia.....	+0	3	6	−4	56	54
Costa Rica.....	−0	36	17	−5	36	17
Cuba.....	−0	29	26	−5	29	26
Denmark.....	+6	0	0	+1	0	0
Ecuador.....	−0	14	7	−5	14	7
Egypt.....	+7	0	0	+2	0	0
England.....	+5	0	0	0	0	0
Fiji Islands (Suva).....	+16	53	44	+11	53	44
France.....	+5	0	0	+0	0	0
Germany.....	+6	0	0	+1	0	0
Gibraltar.....	+5	0	0	0	0	0
Greece.....	+6	34	53	+1	34	53
Holland.....	+5	0	0	0	0	0
Honduras.....	−1	0	0	−6	0	0
Hongkong.....	+13	0	0	+8	0	0
India (Madras).....	+10	30	00	+5	30	00
Ireland.....	+4	34	39	−0	25	21
Italy.....	+6	0	0	+1	0	0
Jamaica (Kingston).....	−0	7	11	−5	7	11
Japan.....	+14	0	0	+9	0	0
Java.....	+12	7	14	+7	7	14
Kiaochau.....	+13	0	0	+8	0	0
Korea.....	+14	0	0	+9	0	0
Madagascar (Tananarivo).....	+8	10	7	+3	10	7
Malta.....	+6	0	0	+1	0	0
Mauritius.....	+8	50	13	+3	50	13
Mexico.....	−1	36	27	−6	36	27
Newfoundland (St. Johns).....	+1	29	16	−3	30	44
New Zealand.....	+16	30	0	+11	30	0
Nicaragua.....	−0	45	10	−5	45	10
Norway.....	+6	0	0	+1	0	0

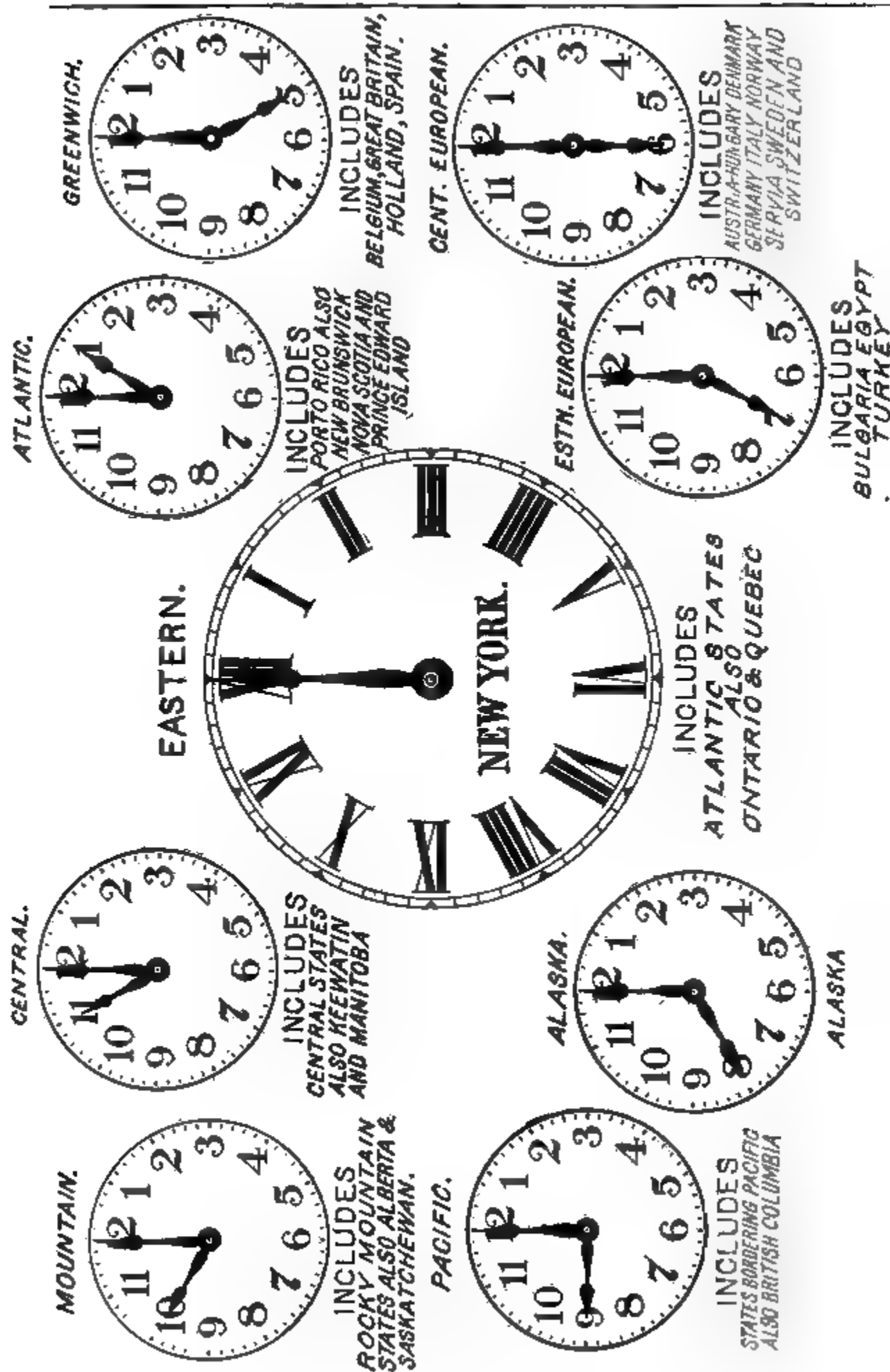
TABLE FOR THE CONVERSION OF TIME—Continued.

(To the nearest second)

PLACE.	Earlier (−) or Later (+) than,					
	East'n Stand'd.			Greenwich.		
Nova Scotia.....	+1	0	0	−4	0	0
Panama (Colon).....	−0	19	39	−5	19	39
Peru.....	−0	9	3	−5	9	3
Portugal.....	+5	0	0	0	0	0
Russia (Pulkowa).....	+7	1	19	+2	1	19
Russia (Irkutsk).....	+11	57	5	+6	57	5
Russia (Vladivostok)...	+13	47	31	+8	47	31
Salvador.....	−0	58	32	−5	58	32
Servia.....	+6	0	0	+1	0	0
Singapore.....	+11	55	25	+6	55	25
South Africa (British)...	+7	0	0	+2	0	0
Spain.....	+5	0	0	0	0	0
Sweden.....	+4	0	0	+1	0	0
Switzerland.....	+6	0	0	+1	0	0
Tunis.....	+5	9	21	+0	9	21
Turkey.....	+7	0	0	+2	0	0
Uruguay.....	+1	15	11	−3	44	49
Venezuela.....	+0	32	16	−4	27	44



MAP SHOWING INTERNATIONAL DATE LINE



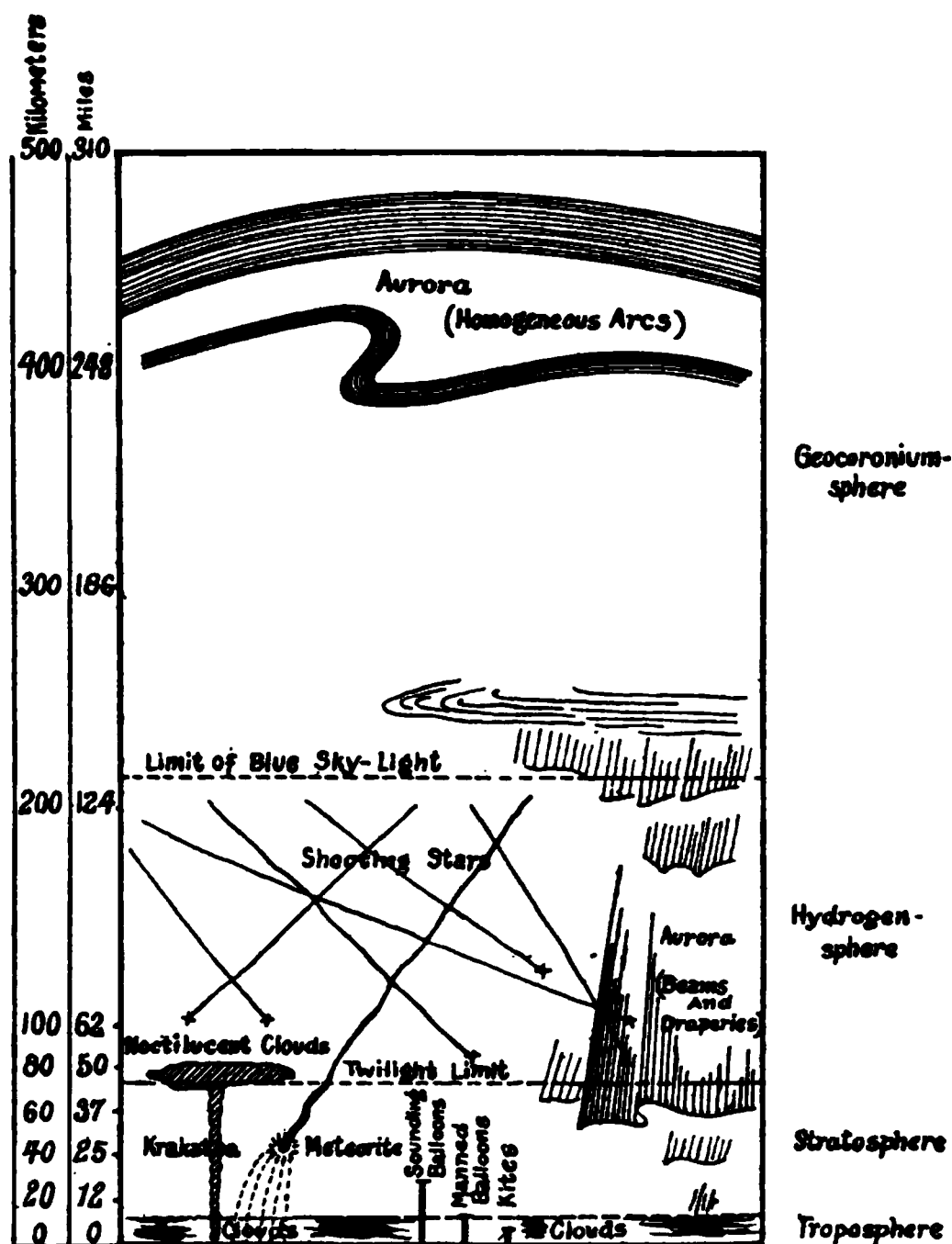
The small dials show what time it is in those states and countries of America and Europe that use Standard Greenwich time, when it is 12 o'clock in New York. France and Portugal have just adopted Greenwich time.

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The Simplex Perpetual Calendar.

Giving the days of the week of any month of any year of the Christian Era, and also the Dominical Letters in either the Julian (Old Style) or Gregorian (New Style) Calendar. Arranged by JOHN C. ROBERTSON, Kirkcaldy.

TABLE OF TENS AND UNITS—JULIAN AND GREGORIAN.		TABLE OF HUNDREDS.	
Julian.	Gregorian.	Julian.	Gregorian.
0 7 14 21 28	5 12 19 26	0 7 14 21 28	5 12 19 26
1 8 15 22 29	6 13 20 27	1 8 15 22 29	6 13 20 27
2 9 16 23 30	7 14 21 28	2 9 16 23 30	7 14 21 28
3 10 17 24 31	8 15 22 29	3 10 17 24 31	8 15 22 29
4 11 18 25 32	9 16 23 30	4 11 18 25 32	9 16 23 30
5 12 19 26 33	10 17 24 31	5 12 19 26 33	10 17 24 31
6 13 20 27 34	11 18 25 32	6 13 20 27 34	11 18 25 32
7 14 21 28 35	12 19 26 33	7 14 21 28 35	12 19 26 33
8 15 22 29 36	13 20 27 34	8 15 22 29 36	13 20 27 34
9 16 23 30 37	14 21 28 35	9 16 23 30 37	14 21 28 35
10 17 24 31 38	15 22 29 36	10 17 24 31 38	15 22 29 36
11 18 25 32 39	16 23 30 37	11 18 25 32 39	16 23 30 37
12 19 26 33 40	17 24 31 38	12 19 26 33 40	17 24 31 38
13 20 27 34 41	18 25 32 39	13 20 27 34 41	18 25 32 39
14 21 28 35 42	19 26 33 40	14 21 28 35 42	19 26 33 40
15 22 29 36 43	20 27 34 41	15 22 29 36 43	20 27 34 41
16 23 30 37 44	21 28 35 42	16 23 30 37 44	21 28 35 42
17 24 31 38 45	22 29 36 43	17 24 31 38 45	22 29 36 43
18 25 32 39 46	23 30 37 44	18 25 32 39 46	23 30 37 44
19 26 33 40 47	24 31 38 45	19 26 33 40 47	24 31 38 45
20 27 34 41 48	25 32 39 46	20 27 34 41 48	25 32 39 46
21 28 35 42 49	26 33 40 47	21 28 35 42 49	26 33 40 47
22 29 36 43 50	27 34 41 48	22 29 36 43 50	27 34 41 48
23 30 37 44 51	28 35 42 49	23 30 37 44 51	28 35 42 49
24 31 38 45 52	29 36 43 50	24 31 38 45 52	29 36 43 50
25 32 39 46 53	30 37 44 51	25 32 39 46 53	30 37 44 51
26 33 40 47 54	31 38 45 52	26 33 40 47 54	31 38 45 52
27 34 41 48 55	32 39 46 53	27 34 41 48 55	32 39 46 53
28 35 42 49 56	33 40 47 54	28 35 42 49 56	33 40 47 54
29 36 43 50 57	34 41 48 55	29 36 43 50 57	34 41 48 55
30 37 44 51 58	35 42 49 56	30 37 44 51 58	35 42 49 56
31 38 45 52 59	36 43 50 57	31 38 45 52 59	36 43 50 57
32 39 46 53 60	37 44 51 58	32 39 46 53 60	37 44 51 58
33 40 47 54 61	38 45 52 59	33 40 47 54 61	38 45 52 59
34 41 48 55 62	39 46 53 60	34 41 48 55 62	39 46 53 60
35 42 49 56 63	40 47 54 61	35 42 49 56 63	40 47 54 61
36 43 50 57 64	41 48 55 62	36 43 50 57 64	41 48 55 62
37 44 51 58 65	42 49 56 63	37 44 51 58 65	42 49 56 63
38 45 52 59 66	43 50 57 64	38 45 52 59 66	43 50 57 64
39 46 53 60 67	44 51 58 65	39 46 53 60 67	44 51 58 65
40 47 54 61 68	45 52 59 66	40 47 54 61 68	45 52 59 66
41 48 55 62 69	46 53 60 67	41 48 55 62 69	46 53 60 67
42 49 56 63 70	47 54 61 68	42 49 56 63 70	47 54 61 68
43 50 57 64 71	48 55 62 69	43 50 57 64 71	48 55 62 69
44 51 58 65 72	49 56 63 70	44 51 58 65 72	49 56 63 70
45 52 59 66 73	50 57 64 71	45 52 59 66 73	50 57 64 71
46 53 60 67 74	51 58 65 72	46 53 60 67 74	51 58 65 72
47 54 61 68 75	52 59 66 73	47 54 61 68 75	52 59 66 73
48 55 62 69 76	53 60 67 74	48 55 62 69 76	53 60 67 74
49 56 63 77 78	54 61 68 75	49 56 63 77 78	54 61 68 75
50 57 64 78 79	55 62 69 76	50 57 64 78 79	55 62 69 76
51 58 65 79 80	56 63 70 77	51 58 65 79 80	56 63 70 77
52 59 66 80 81	57 64 71 78	52 59 66 80 81	57 64 71 78
53 60 67 81 82	58 65 72 79	53 60 67 81 82	58 65 72 79
54 61 68 82 83	59 66 73 80	54 61 68 82 83	59 66 73 80
55 62 69 83 84	60 67 74 81	55 62 69 83 84	60 67 74 81
56 63 70 84 85	61 68 75 82	56 63 70 84 85	61 68 75 82
57 64 71 85 86	62 69 76 83	57 64 71 85 86	62 69 76 83
58 65 72 86 87	63 70 77 84	58 65 72 86 87	63 70 77 84
59 66 73 87 88	64 71 78 85	59 66 73 87 88	64 71 78 85
60 67 74 88 89	65 72 79 86	60 67 74 88 89	65 72 79 86
61 68 75 89 90	66 73 80 87	61 68 75 89 90	66 73 80 87
62 69 76 90 91	67 74 81 88	62 69 76 90 91	67 74 81 88
63 70 77 91 92	68 75 82 89	63 70 77 91 92	68 75 82 89
64 71 78 92 93	69 76 83 90	64 71 78 92 93	69 76 83 90
65 72 79 93 94	70 77 84 91	65 72 79 93 94	70 77 84 91
66 73 80 94 95	71 78 85 92	66 73 80 94 95	71 78 85 92
67 74 81 95 96	72 79 86 93	67 74 81 95 96	72 79 86 93
68 75 82 96 97	73 80 87 94	68 75 82 96 97	73 80 87 94
69 76 83 97 98	74 81 88 95	69 76 83 97 98	74 81 88 95
70 77 84 98 99	75 82 89 96	70 77 84 98 99	75 82 89 96
71 78 85 99 00	76 83 90 97	71 78 85 99 00	76 83 90 97
72 79 86 00 01	77 84 91 98	72 79 86 00 01	77 84 91 98
73 80 87 01 02	78 85 92 99	73 80 87 01 02	78 85 92 99
74 81 88 02 03	79 86 93 00	74 81 88 02 03	79 86 93 00
75 82 89 03 04	80 87 94 01	75 82 89 03 04	80 87 94 01
76 83 90 04 05	81 88 95 02	76 83 90 04 05	81 88 95 02
77 84 91 05 06	82 89 96 03	77 84 91 05 06	82 89 96 03
78 85 92 06 07	83 90 97 04	78 85 92 06 07	83 90 97 04
79 86 93 07 08	84 91 98 05	79 86 93 07 08	84 91 98 05
80 87 94 08 09	85 92 99 06	80 87 94 08 09	85 92 99 06
81 88 95 09 10	86 93 00 07	81 88 95 09 10	86 93 00 07
82 89 96 10 11	87 94 01 08	82 89 96 10 11	87 94 01 08
83 90 97 11 12	88 95 02 09	83 90 97 11 12	88 95 02 09
84 91 98 12 13	89 96 03 10	84 91 98 12 13	89 96 03 10
85 92 99 13 14	90 97 04 11	85 92 99 13 14	90 97 04 11
86 93 00 14 15	91 98 05 12	86 93 00 14 15	91 98 05 12
87 94 01 15 16	92 99 06 13	87 94 01 15 16	92 99 06 13
88 95 02 16 17	93 00 07 14	88 95 02 16 17	93 00 07 14
89 96 03 17 18	94 01 08 15	89 96 03 17 18	94 01 08 15
90 97 04 18 19	95 02 09 16	90 97 04 18 19	95 02 09 16
91 98 05 19 20	96 03 10 17	91 98 05 19 20	96 03 10 17
92 99 06 20 21	97 04 11 18	92 99 06 20 21	97 04 11 18
93 00 07 21 22	98 05 12 19	93 00 07 21 22	98 05 12 19
94 01 08 22 23	99 06 13 20	94 01 08 22 23	99 06 13 20
95 02 09 23 24	00 07 14 21	95 02 09 23 24	00 07 14 21
96 03 10 24 25	01 08 15 22	96 03 10 24 25	01 08 15 22
97 04 11 25 26	02 09 16 23	97 04 11 25 26	02 09 16 23
98 05 12 26 27	03 10 17 24	98 05 12 26 27	03 10 17 24
99 06 13 27 28	04 11 18 25	99 06 13 27 28	04 11 18 25
00 07 14 28 29	05 12 19 26	00 07 14 28 29	05 12 19 26
01 08 15 29 30	06 13 20 27	01 08 15 29 30	06 13 20 27
02 09 16 30 31	07 14 21 28	02 09 16 30 31	07 14 21 28
03 10 17 31 32	08 15 22 29	03 10 17 31 32	08 15 22 29
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58 65 72 86 87	63 70 77 84	58 65 72 86 87	



WEGENER'S "PROFILE OF THE ATMOSPHERE."

The lowest dotted line (about 7 miles above the ground) is "where the air stops growing colder." It is the upper limit of ordinary clouds, of storms, and of balloon ascensions by human beings. Nearly all the moisture of the atmosphere lies below this level. Above this line comes the second layer of the atmosphere, the stratosphere (also called the "isothermal layer," because a thermometer carried up through it would show little change of temperature with change of elevation). This layer has been penetrated by sounding-balloons, carrying meteorological apparatus but no human aeronaut, as far as 20 miles above the earth. At about 50 miles—the upper limit of twilight—begins a region in which the atmosphere consists chiefly of hydrogen. Near the lower border of this region clouds of fine dust have sometimes been observed, shining by reflected sunlight on summer nights. These "noctilucent clouds" are commonly explained as the product of volcanic eruptions on the earth (they were frequently seen after the eruption of Krakatoa), but may be of cosmical origin.

Concerning the uppermost regions of the atmosphere we have little positive knowledge. Above about 130 miles from the earth, Dr. Alfred Wegener, the author of this diagram, believes that a gas ("geocoronium"), much lighter than hydrogen prevails, to which he attributes the characteristic green line in the spectrum of the higher auroras. This is hardly more than a guess at present.

CHAPTER III.

METEOROLOGY.*

By C. FITZHUGH TALMAN.

COMPOSITION, PRESSURE AND HEIGHT OF THE ATMOSPHERE.

Up to a height of eight or ten miles above the earth the composition of the atmosphere is remarkably uniform, as to its principal constituents. *Pure dry air* is a mixture (not a chemical compound) of gases in the following proportions, by volume: Nitrogen, 78.03%; oxygen, 20.99%; argon, 0.94%; carbon dioxide, 0.03%; hydrogen, 0.01%; together with minute quantities of neon, krypton, xenon, helium, and possibly other gases. At the levels habitable by man the air always contains invisible water vapor (from a small trace to about 5%), and usually small and variable amounts of ozone, ammonia, nitric acid, and other gases, which, on account of their irregular occurrence, are not classed among the normal constituents of the atmosphere. Lastly, the lower air always contains solid impurities, in endless variety, generically known as *dust*.

The *pressure of the air* at sea-level averages about 14.7 pounds to the square inch, which corresponds to a reading of 29.92 inches of the barometer. The density and the pressure of the air decrease rapidly as we ascend. At an altitude of 3.6 miles above sea-level they are reduced one-half; i. e., half the whole mass of the atmosphere lies below this elevation; yet the atmosphere extends at least 300 miles above the earth. At great altitudes the tenuity of the atmosphere is comparable to that of the best "vacuums" attainable in the laboratory.

THE UPPER ATMOSPHERE.

The investigation of the upper atmosphere, which has been prosecuted most actively since the beginning of the twentieth century, constitutes a special branch of research known as

aerology. It has made meteorology a "science of three dimensions."

The atmosphere is "sounded" by means of meteorological instruments attached to kites and balloons. The greatest height ever attained by a kite was 4.51 miles above sea-level, at Mount Weather, Va., May 5, 1910; by a balloon, 20.14 miles, at Uccle, Belgium, June 9, 1911. Above the levels attainable by these means, the atmosphere is studied by observations of the aurora, meteor trains, and optical phenomena, and by computation of the distribution of the atmospheric gases, as determined by their atomic weights.

Since the year 1902 it has been known that the atmosphere is divided into at least two layers, or shells, having quite different properties. If we could travel in a balloon to the top of the atmosphere we should find the air rapidly growing colder as we ascended, until, at a height of about 7 miles, this fall in temperature suddenly ceased, as we entered the *isothermal layer*, or *stratosphere*. The air below this level—the *troposphere*—contains practically all the moisture of the atmosphere; hence all clouds (except possibly dust clouds of volcanic or cosmical origin). All storms, also, are confined to the troposphere.

During our ascent through the stratosphere we should find ourselves in a region of comparatively gentle winds and of uniform temperature in a vertical direction. We should find the atmosphere gradually ceasing to be "air," and becoming mainly nitrogen. Later we should reach a region in which nitrogen was replaced by the lighter gas hydrogen.

Possibly a gas even lighter than hydrogen exists in the atmosphere, and if so it must be most abundant at the highest levels. Its existence is conjectured on the evidence of the spectrum of a certain type of aurora,

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and it has been named provisionally "geocoronium."

Wegener's profile of the atmosphere represents these facts graphically.¹

THE METEOROLOGICAL ELEMENTS AND INSTRUMENTS.

The *temperature of the air* is measured with the *thermometer*, or continuously with the *thermograph*. Extremes of temperature are automatically recorded with the *maximum* and the *minimum thermometer*. The temperature underground is measured with the *soil thermometer*.

The total *solar radiation* or *insolation* is measured with the *actinometer* or the *pyrheliometer*. The intensity of the shorter wave-lengths, including the ultra-violet, is measured with several forms of *photometer*. The distribution of energy throughout the solar spectrum is measured with Langley's *bolometer*. The *duration of sunshine* is measured with the *sunshine-recorder*.

The *pressure of the air* is measured with the *barometer* (mercurial or aneroid), or continuously with the *barograph*. Minute fluctuations of pressure are measured with the *stato-scope*, the *microbarograph*, the *pressure-variometer*, or the *variograph*. Altitude, as affecting barometric pressure, is measured with the *hypsonometer*.

The *humidity of the air* (relative or absolute) is measured with the *hygrometer* or the *psychrometer*; or continuously with the *hygrograph*.

The *rainfall* is measured with the *rain-gage*—probably the oldest of meteorological instruments. Rain-gages were used in India in the 4th century B.C. The *self-recording rain-gage* makes a continuous record of the amount of rainfall; the *ombroscope* of its duration only, including the lightest showers. *Snowfall* is usually measured as rainfall; i. e., the observer melts the snow before measuring it, or else computes its "water equivalent." There are, however, *snow-gages* of various forms. The *drosometer*, for measuring dew, is little used.

¹Wegener's "geocoroniumsphere" is still a matter of speculation, but has attained considerable prominence in the current literature of meteorology. His "hydrogensphere" is, in current terminology, usually included in the stratosphere.

Evaporation is measured with the *atmometer* (*atmidometer*, *evaporimeter*); continuously with the *atmograph*.

The *direction of the wind* is observed with the *wind-vane*, which may be arranged to make a continuous record. The *velocity* or the *force of the wind* is measured with the *anemometer* (continuously with the *anemograph*), or estimated by the observer in terms of a simple wind-scale. (See Beaufort Scale at the end of the chapter.) The vertical component of the wind is measured with the *vertical anemometer*.

The *state of the weather*, as clear, partly cloudy, cloudy, raining, foggy, etc., is observed non-instrumentally. The *degree of cloudiness* is the number of tenths of the sky covered with clouds, from 0 = cloudless to 10 = completely overcast. Exact measurements of cloudiness may be made with Besson's *nephometer*. The duration of cloudiness at night is sometimes measured with the *pole-star recorder*.

Clouds are observed as to their form, and as to direction and speed of movement, as measured with the *nephoscope*. Photographic measurements of clouds are made with the *photonephograph*.

The normal electrical phenomena of the atmosphere include the *vertical potential gradient*, measured with *collectors* and *electrometers* (some self-recording); also *ionization* and its effects, observed with *dissipation-apparatus*, *conductivity-apparatus*, *ion-counters*, etc.

Lightning flashes set up Hertzian waves (known to wireless operators as "atmospherics," "strays," "statics," "X's," etc.) and these are recorded at a distance by the *ceraunograph*, or *thunderstorm-recorder*, or audibly in the *ceraunophone*.

Aerological observations, now forming part of the routine of many observatories, have been referred to in the preceding section. The apparatus employed includes the *kite* and the *kite-reel* (usually a power-driven winch); the *captive balloon*; the *pilot-balloon* (sent aloft without attached instruments, merely for observing the drift of the upper air, and usually followed with a theodolite); the *sounding-balloon* (which bursts at a great altitude, and is wafted gently to the ground, with its attached instruments, by a parachute

or an auxiliary balloon); the *inflating-balance*, for securing the proper ascensional force of balloons; and special light forms of *meteorograph*, which are attached to kites and balloons and continuously record the temperature, pressure, humidity, etc., during a flight.

Various accidental constituents of the atmosphere are measured at cer-

tain observatories; especially *ozone*, with the *ozonometer*, and *dust*, with the *dust-counter*, the *koniscope*, or the *aeroscope*.

The *periodical phenomena of animals and plants* form a most valuable gage of weather and climate. Their observation constitutes a borderland between meteorology and biology, known as *phenology*.

METEOROLOGICAL INSTRUMENTS. (Pages 488-497.)

I. TEMPERATURE AND RADIATION.

1. Maximum and minimum thermometers. 2. Thermograph. 3. Thermometer screen. 4. Earth-thermometer (section). 5. "Black bulb in vacuo." 6. Pyrheliometer (Marvin). 7. Thermometric sunshine recorder (Marvin). 8. Photographic sunshine recorder (Jordan). 9. Burning-glass sunshine recorder (Campbell-Stokes). 10. Terrestrial radiation thermometer.

II. ATMOSPHERIC PRESSURE.

11. Mercurial barometer (Fortin type). 12. Aneroid barometer. 13. Statescope. 14. Barograph. 15. Microbarograph (Shaw-Dines). 16. Pressure-variometer (Bestelmeyer).
Nos. 13 and 16 are for aeronautical use.

III. HUMIDITY.

17. Aspiration psychrometer (Assmann). 18. Hair hygrometer. 19. Psychrometer. 20. Polymer (Lambrecht). 21. Whirl psychrometer.

IV. PRECIPITATION.

22. Tipping-bucket rain-gage. 23. Tube, density bucket, and scale for weighing samples of snow (Marvin). 24. Rain-gage and measuring-glass (Snowdon pattern). 25. Details of standard rain-gage (U. S. Weather Bureau). 26. Vertical snow scale (Marvin).

V. EVAPORATION.

27. Evaporation-pan and still-well (Marvin). 28. Evaporimeter (Piche). 29. Porous cup atmometer (Livingston). 30. Balance-evaporimeter (Wild). 31. Atmograph (Houdaille).

VI. WIND.

32 and 33. Pressure-tube anemometer (Dines). 34. Arrow wind-vane, Robinson anemometer, and support (U. S. Weather Bureau patterns). 35. (To the left) Lind's pressure-anemometer. (To the right) Windmill vane of the anemocinemograph (Richard). 36. Pressure-plate anemometer (Fuess). 37. Pendulum anemometer. 38. Recording dial of No. 36. 39. Photographic vertical anemometer (Ludewig). 40. Vertical anemometer (Wiechert).

Nos. 39 and 40 are chiefly of aeronautical use.

VII. CLOUDS.

41. Reflecting nephoscope (Fineman). 42. Nephometer (Besson). 43. Direct-vision nephoscope (Besson). 44. Reflecting nephoscope (Marvin).

VIII. ATMOSPHERIC ELECTRICITY.

45. Self-registering electrometer (Benndorf). 46. Dissipation apparatus (Elster & Geitel). 47. Conductivity apparatus (Gerdien). 48. Ceraunograph, or thunderstorm recorder, combined with a barograph (Turpain).

IX. AEROLOGY.

49-52. Meteorographs for kites and balloons (49, German; 50, U. S.; 51, French; 52, English). 53. Balloon theodolite. 54. Inflating balance. 55. Meteorological kite.

X. MISCELLANEOUS.

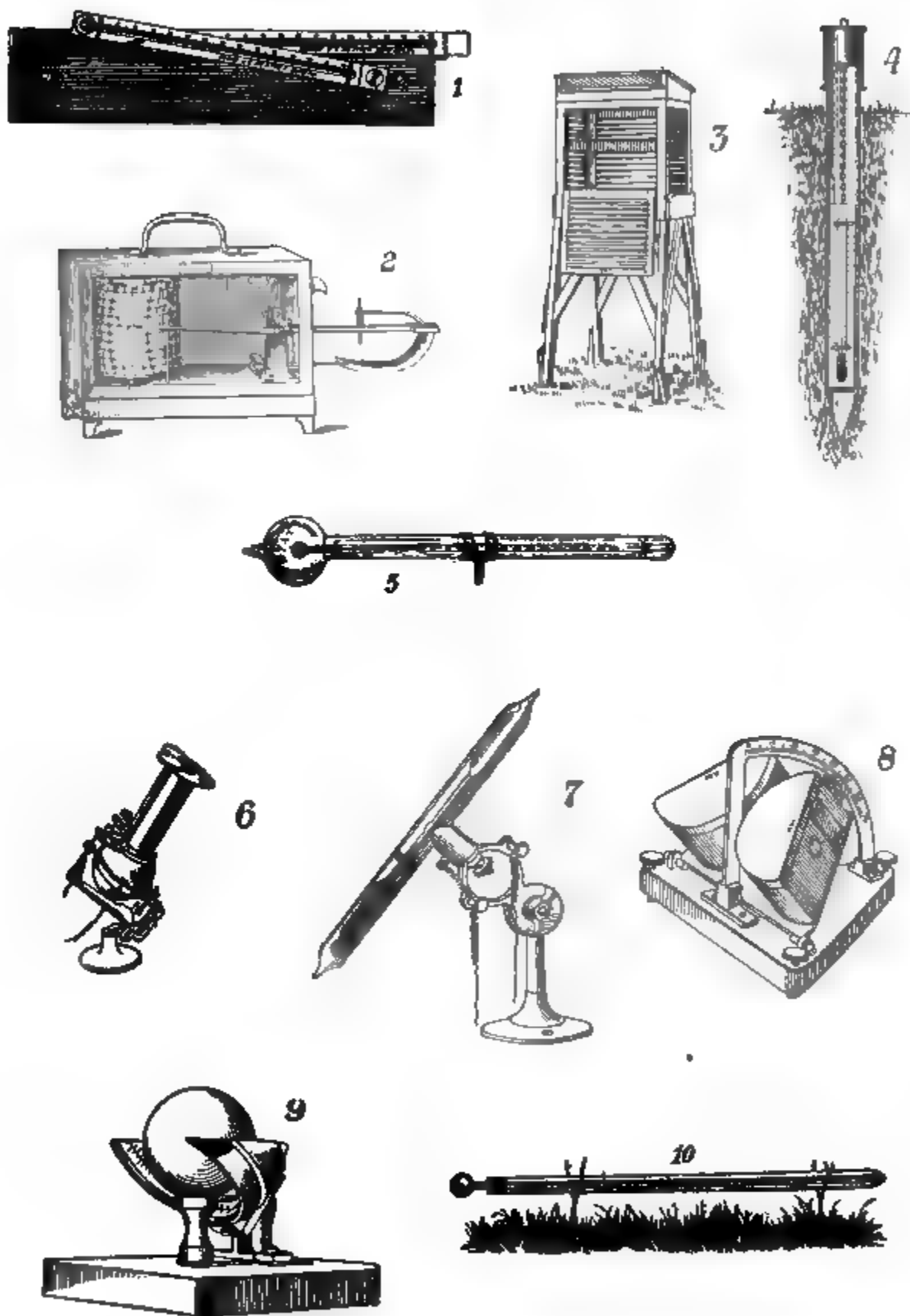
56. Meteorograph, or electrical recording apparatus for wind-vane, anemometer, rain-gage, and sunshine recorder (U. S. Weather Bureau pattern). 57. Dust-counter (Aitken). 58. Aeroscope (Miquel).

The foregoing list of the meteorological elements and instruments is by no means exhaustive.

HEATING AND COOLING OF THE ATMOSPHERE.

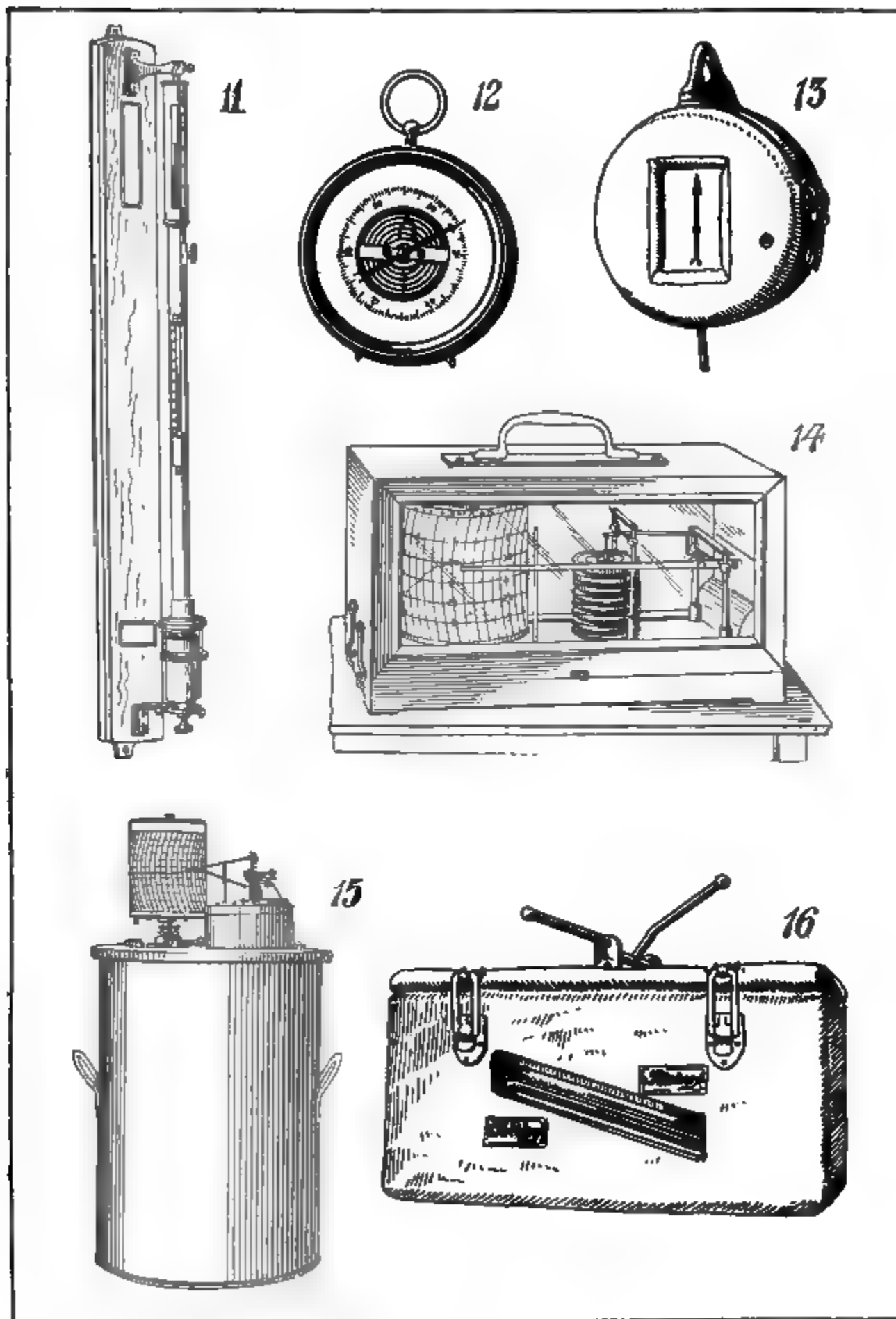
The amount of heat received by the atmosphere from the moon, the planets and the stars is infinitesimal,

and these bodies have no influence whatever on terrestrial weather and climate. The atmosphere is very slightly warmed by the internal heat of the earth; its mean temperature is probably raised less than three-tenths of a degree Fahrenheit by this agency—a negligible amount.



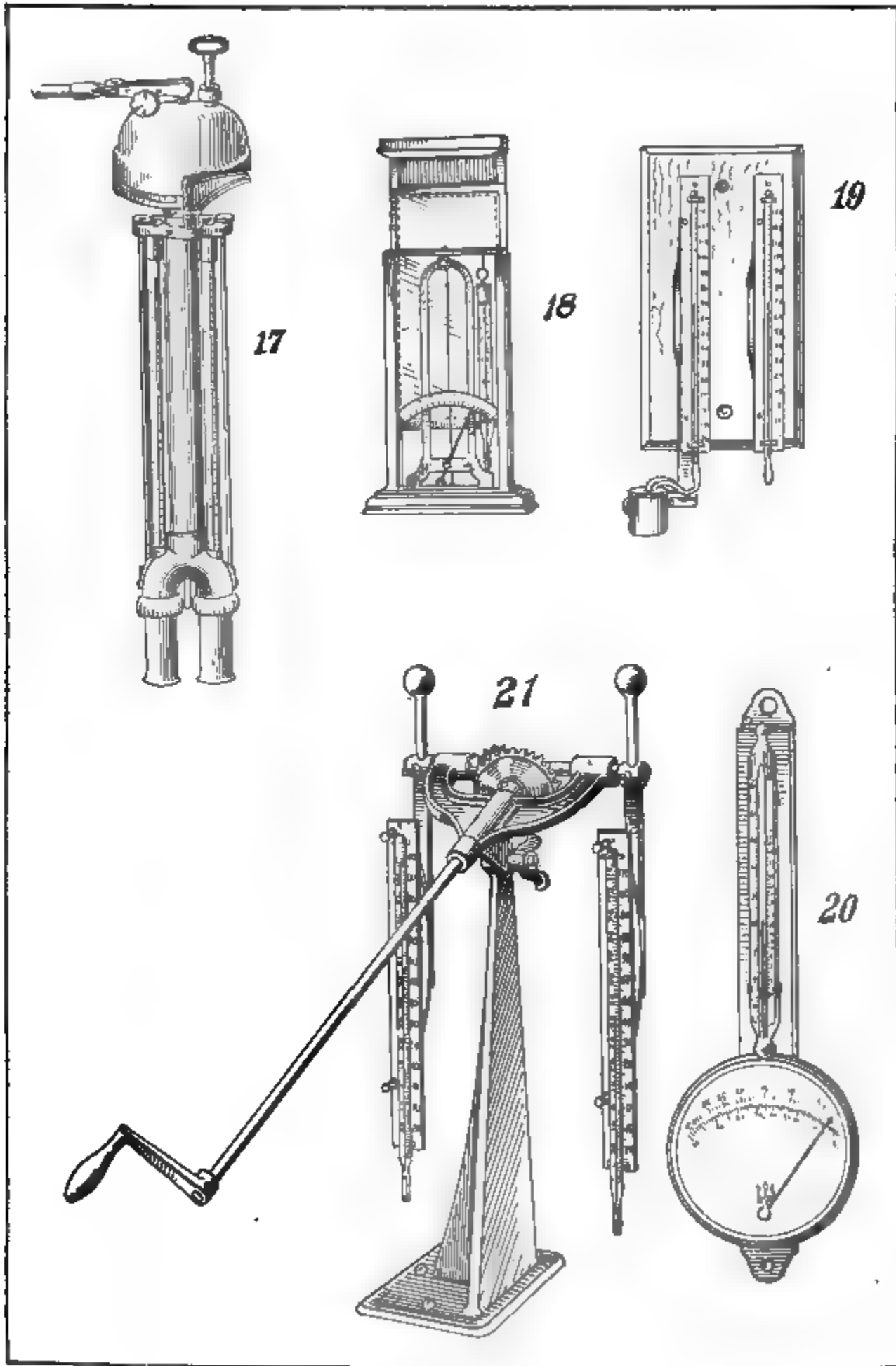
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METEOROLOGICAL INSTRUMENTS. 1. TEMPERATURE AND RADIATION



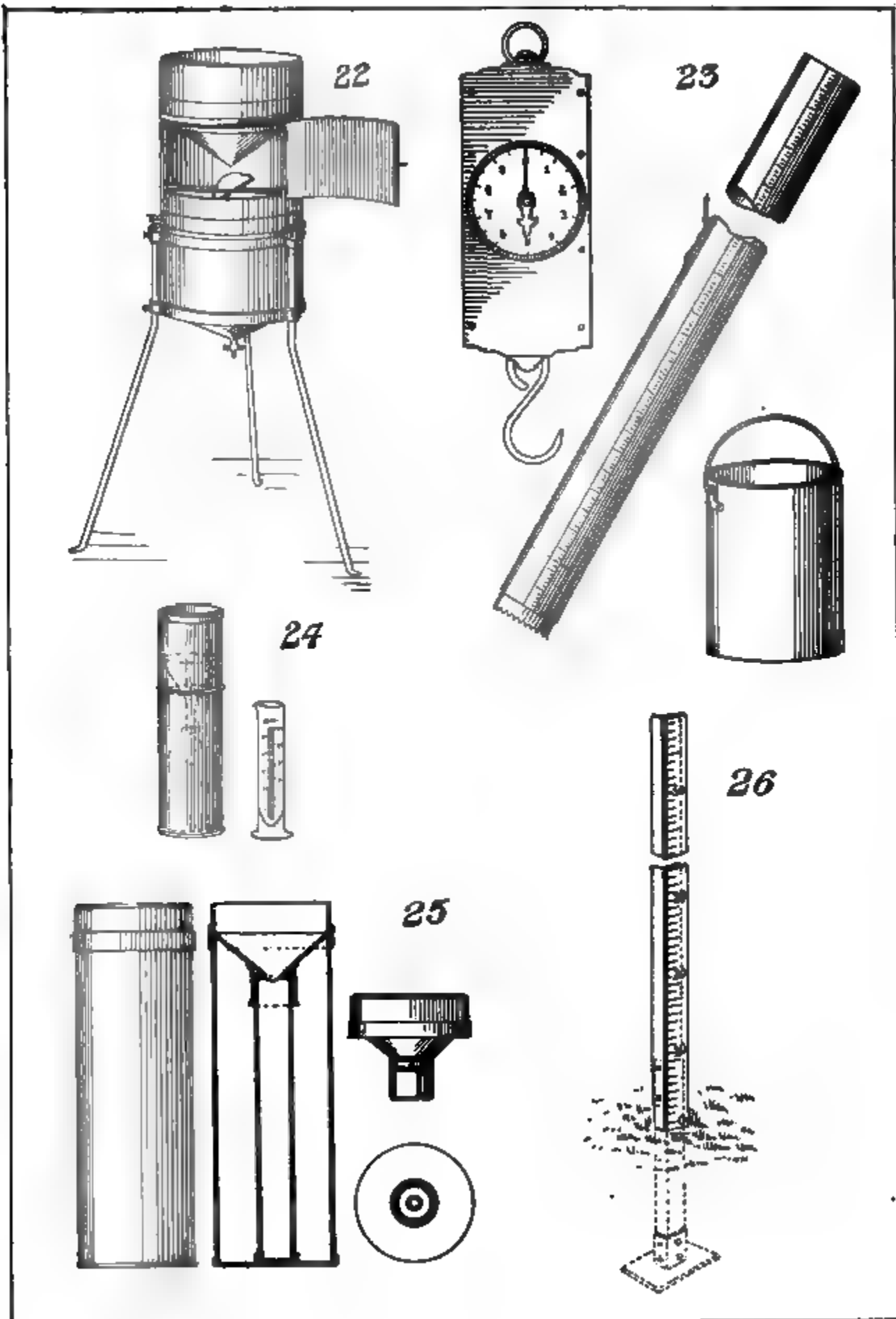
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METEOROLOGICAL INSTRUMENTS. II. ATMOSPHERIC PRESSURE.



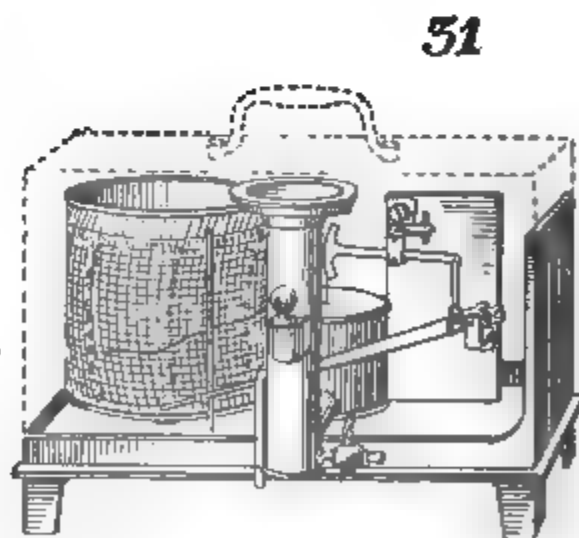
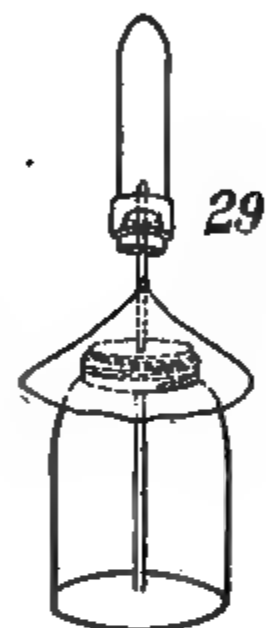
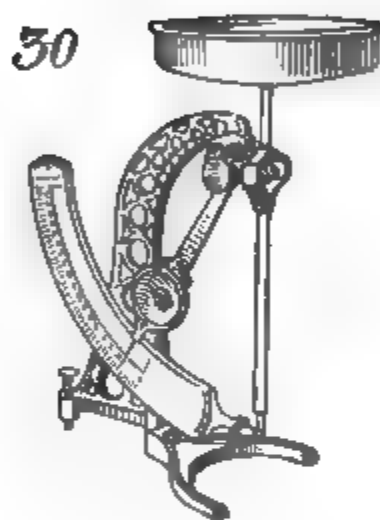
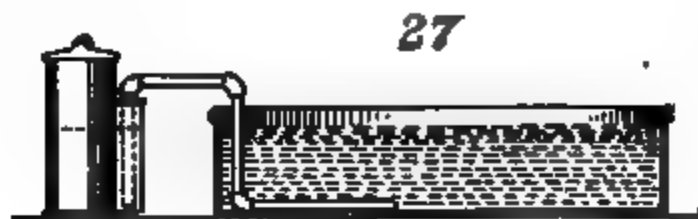
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METEOROLOGICAL INSTRUMENTS. III. HUMIDITY.



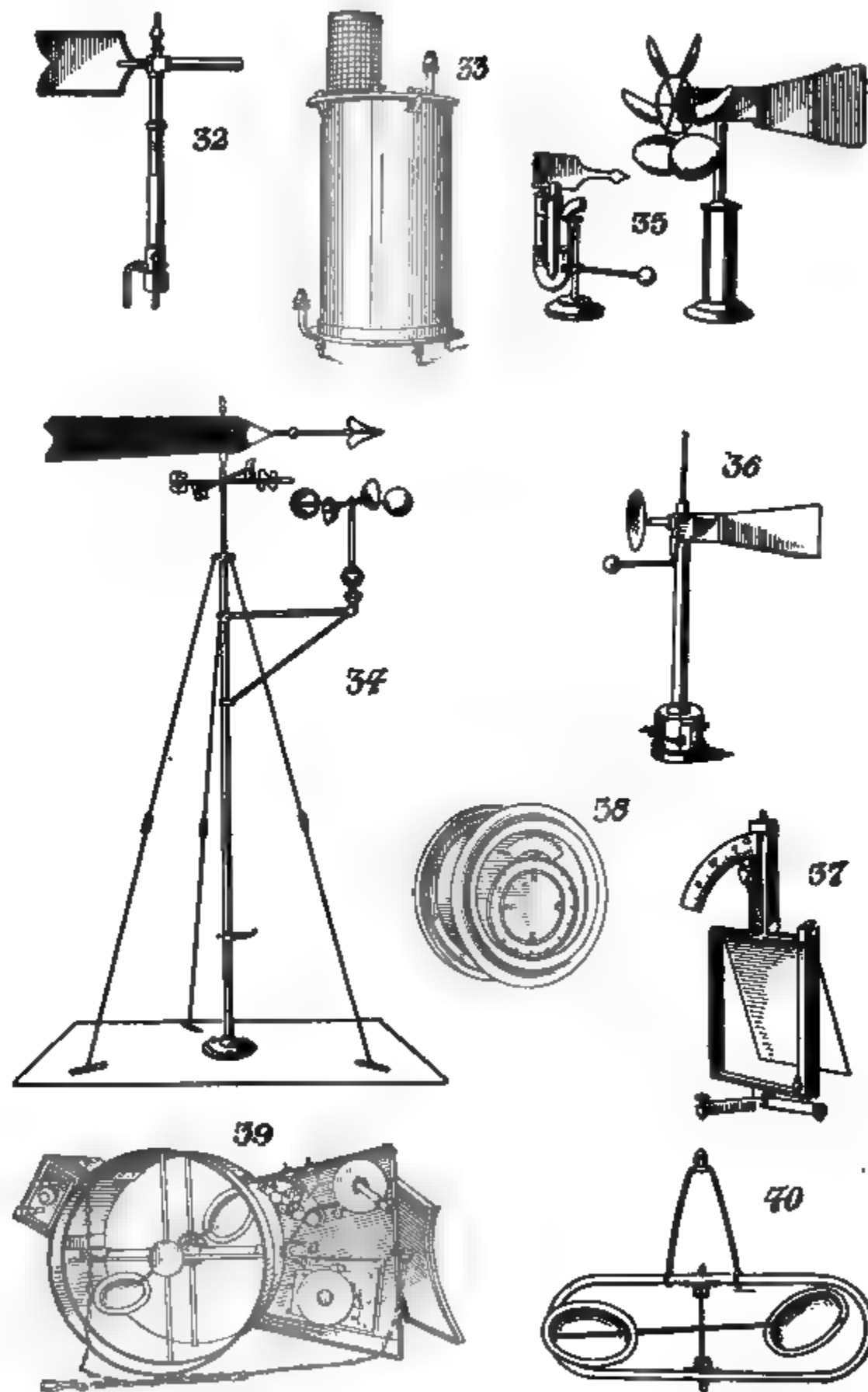
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METEOROLOGICAL INSTRUMENTS. IV. PRECIPITATION.



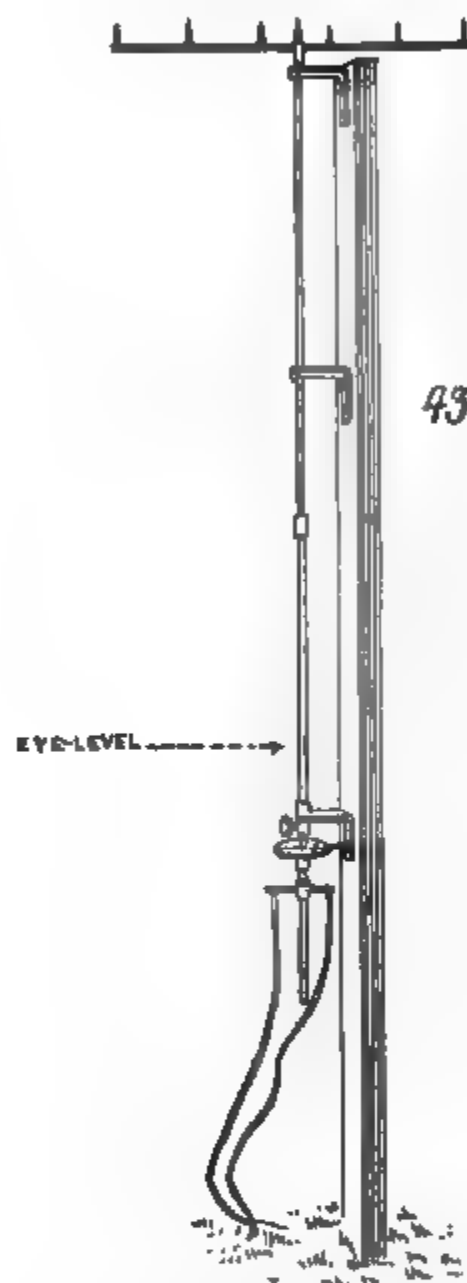
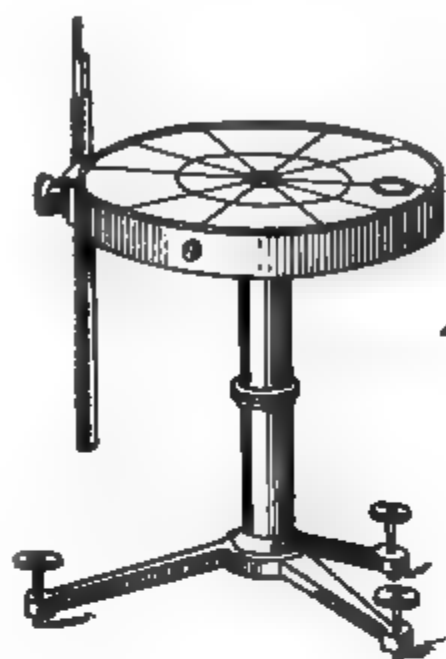
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METEOROLOGICAL INSTRUMENTS. V. EVAPORATION.

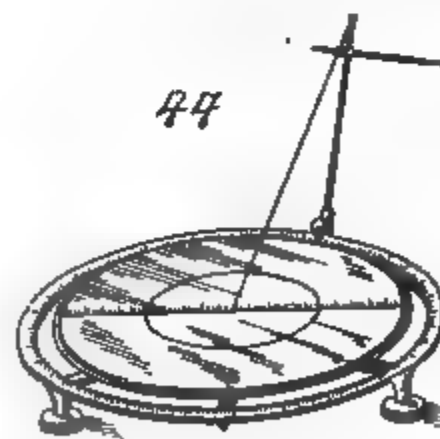


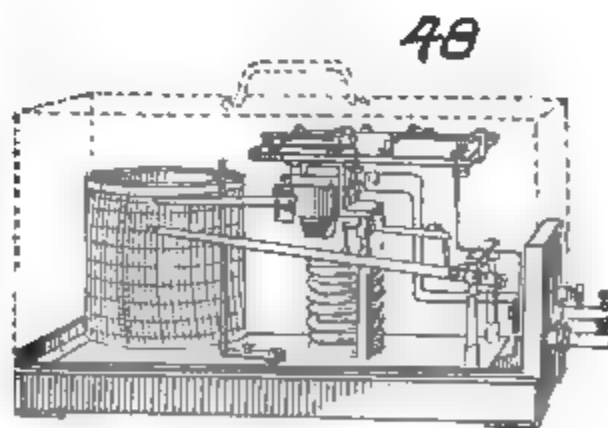
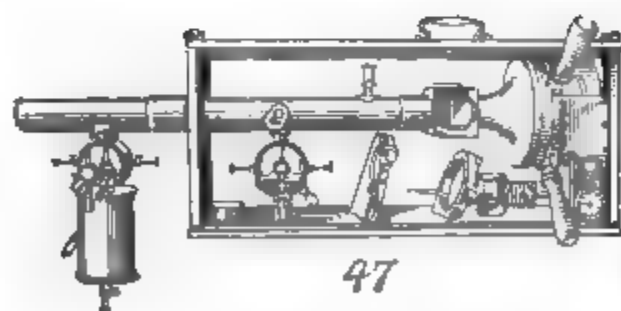
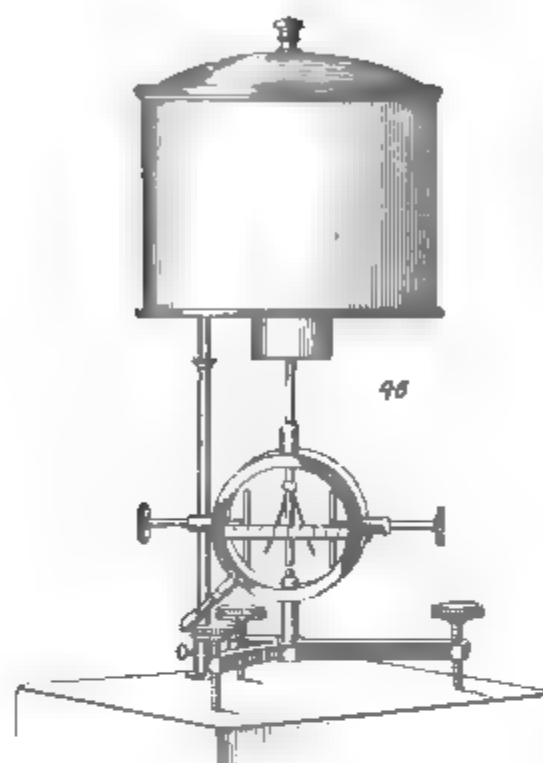
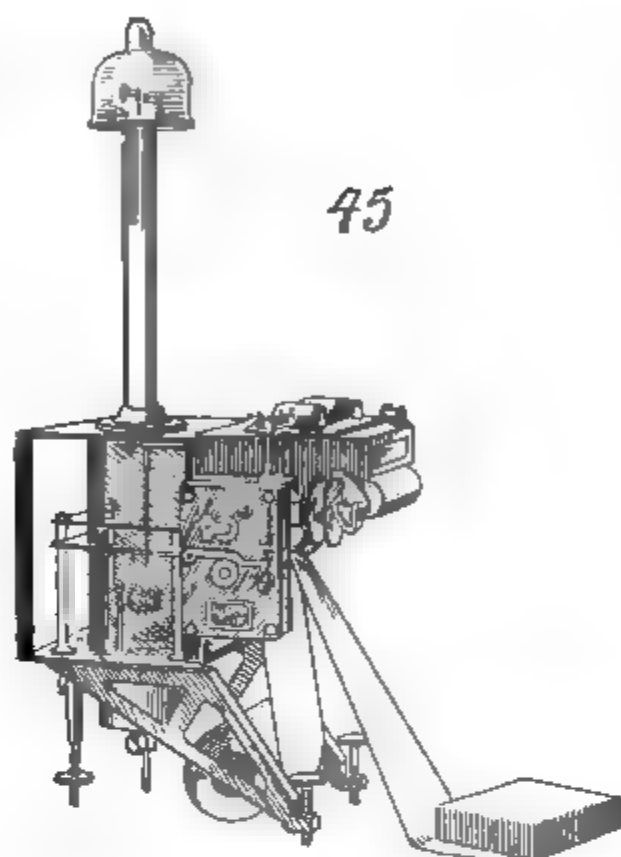
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METEOROLOGICAL INSTRUMENTS. VI. WIND.



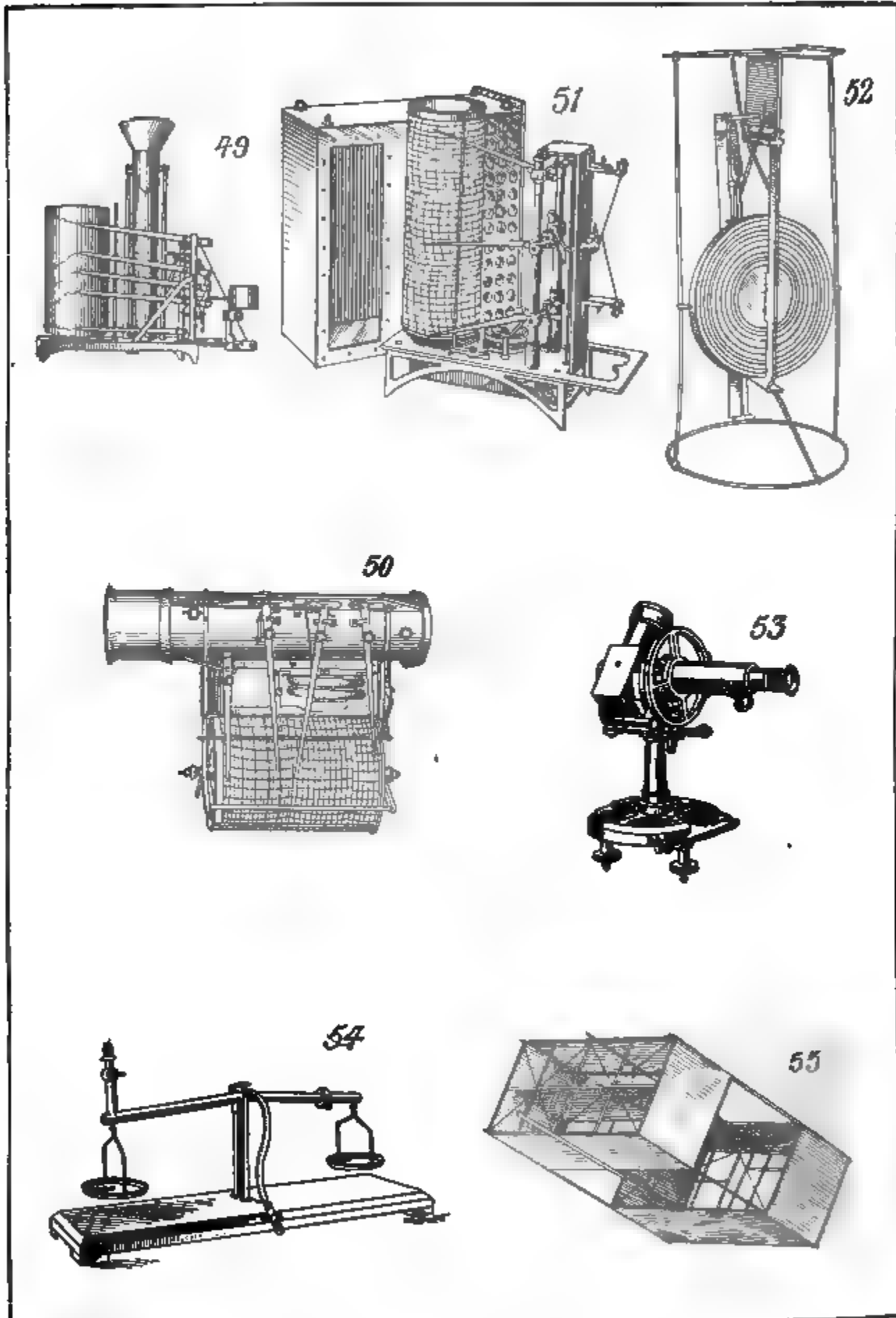
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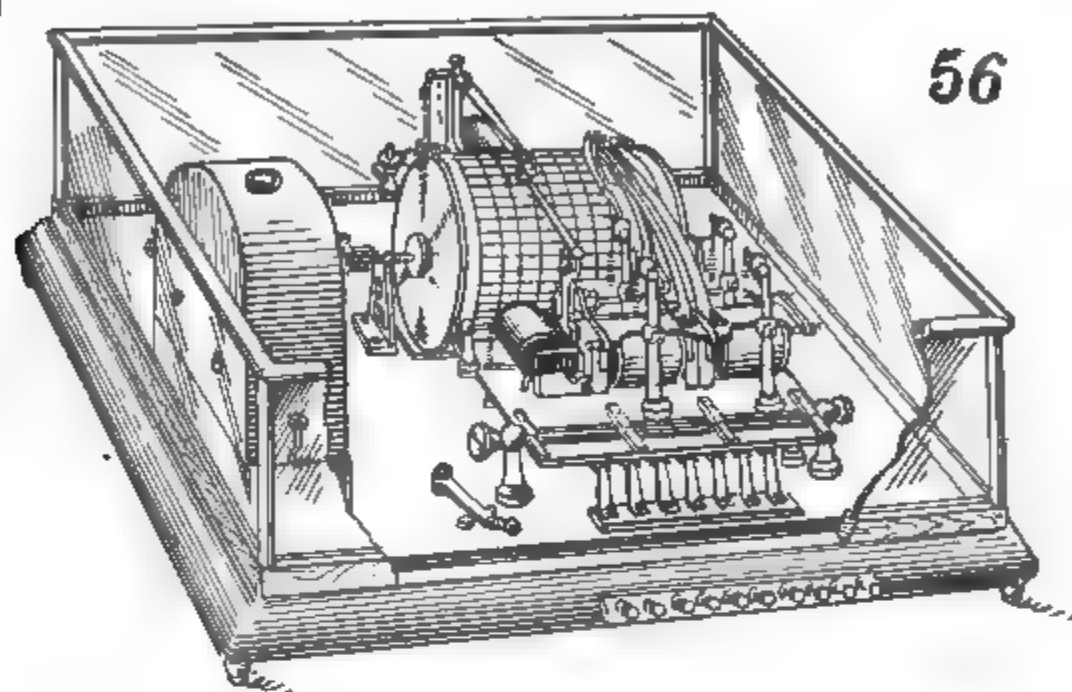
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METEOROLOGICAL INSTRUMENTS. VIII. ATMOSPHERIC ELECTRICITY.



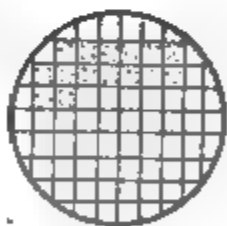
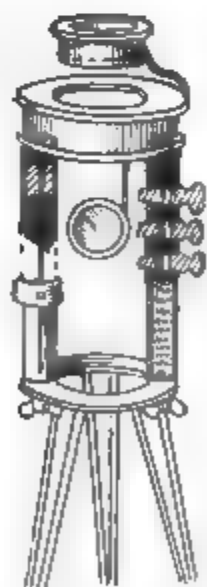
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METEOROLOGICAL INSTRUMENTS. IX. AEROLOGY.

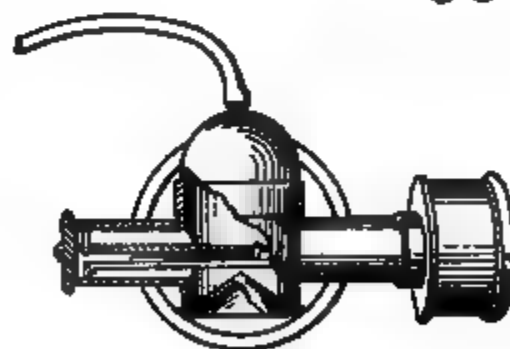


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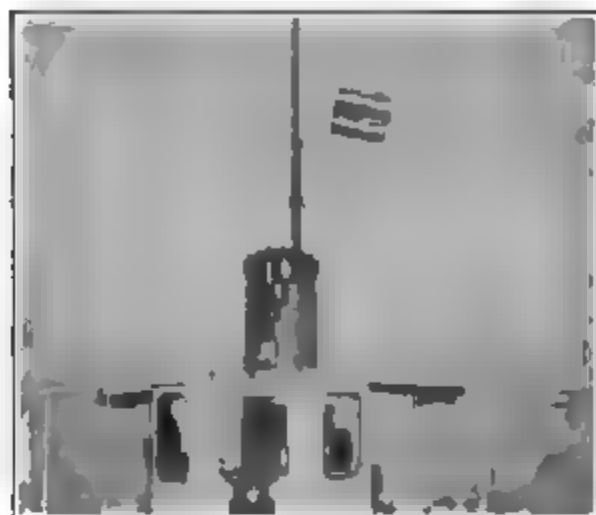


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METEOROLOGICAL INSTRUMENTS. X. MISCELLANEOUS.



KITE FLYING FROM A MOVING BOAT
ON LAKE CONSTANCE.

The sun is the one great source from which the atmosphere is heated. At its outer limit the atmosphere receives vertically from the sun, on an average, 1.92 calories of heat per square centimeter per minute (Abbot, Proc. Amer. Phil. Soc., 1911). This datum is known as the *solar constant*—a misnomer, as the actual amount fluctuates by several per cent; i. e., the sun is not actually a constant source of heat.

The atmosphere is mainly heated from below, although the heat originally comes from above. This paradox is explained by the fact that but a small part of the solar heat is absorbed by the atmosphere when passing through it on its way to the earth. Several processes are involved in the disposal of solar heat (more accurately, radiation) by the earth and its atmosphere, and different wave-lengths undergo different effects. This complex subject, involving the study of solar radiation with the aid of the pyrheliometer, bolometer, photometer, polarimeter, etc., forms a border science between meteorology and solar physics, with important applications to biology. It is engaging the attention of a numerous body of investigators, but has not yet received a distinct name.

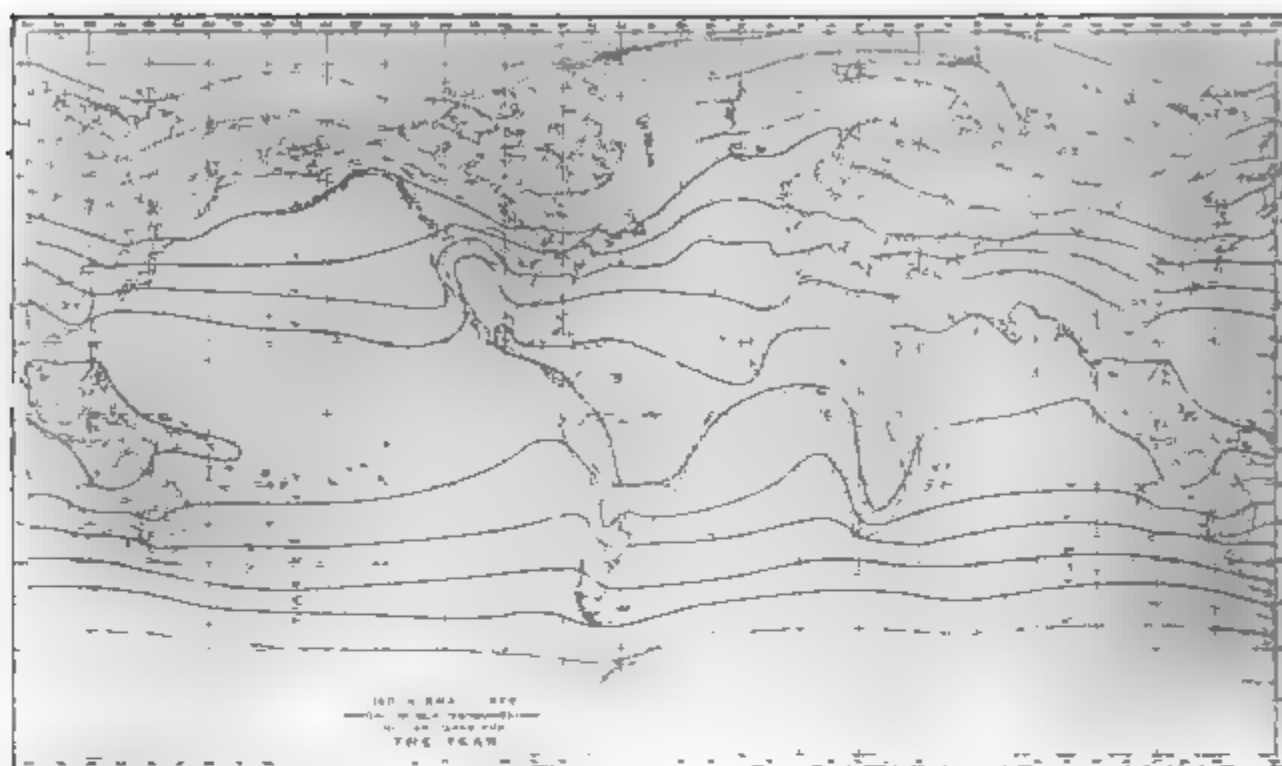
For the present purpose it may be stated that the earth, heated by the sun's rays, imparts its heat by conduction to a shallow layer of air immediately above it. Conversely, portions of the earth's surface withdrawn from the sun's rays lose their heat by radiation into space, and the air adjacent to them is cooled by conduction.

Inequalities of temperature plus the force of gravity set up air currents, which distribute heat through the atmosphere. The latter process is called *convection*. As between a land surface and a water surface, the former undergoes much wider fluctuations of temperature from day to night, and from summer to winter, causing correspondingly wider fluctuations in the temperature of the overlying atmosphere. Hence a continental climate is much less equable than a marine climate. Lastly, rising and falling air-masses are *adiabatically* cooled and heated, respectively, at the rate of 1.6° Fahrenheit per 300 feet of vertical motion. (The cooling process is less rapid than this when condensation of moisture is in progress.)

DISTRIBUTION OF TEMPERATURE.

The earth revolves around the sun, and its axis, which always remains parallel to itself, is inclined to the plane of its orbit. These facts explain the march of the seasons and their opposition in the two hemispheres. The amount of heat (insolation) received at any place at a given moment depends chiefly upon the altitude of the sun. The aggregate amount received at any period of the year depends also upon the length of the day, which varies with latitude, except at the equinoxes. At the summer solstice, the north pole, where the day is then 24 hours long, actually receives a greater daily amount of insolation than any other part of the globe; but this is ineffective in raising the temperature on account of the long oblique path of the solar rays through the atmosphere, and the large amount of snow and ice that must be melted before the overlying air can be warmed. At the winter solstice a still greater amount of insolation is received at the south pole, as the earth is then in perihelion.

If the earth had a smooth homogeneous surface and no atmosphere the horizontal distribution of temperature at any time would depend entirely upon latitude. The theoretical climate resulting from such conditions is called *solar climate*. Actually, however, this simple distribution is profoundly modified by the thickness of the layer of air through which the sun's rays pass (depending upon the sun's altitude), the different thermal properties of land and water, the presence or absence of snow and ice, the configuration of the earth's



ANNUAL ISOTHERMS OF THE GLOBE (BUCHAN.)

surface, the prevailing winds, the distribution of water vapor, etc.

How widely the actual distribution of temperature differs from that of the solar climate may be seen from an annual isothermal chart of the globe. An *isotherm* is a line on such a chart drawn through places having the same temperature. The first isotherms of the mean annual temperature of the whole world were drawn by Humboldt in 1817, and introduced into meteorology the valuable idea of the *isogram* i. e., a line on a chart connecting places at which equality of some physical condition exists. An isogram of barometric pressure is called an *isobar*; of rainfall, an *isohyet*; of cloudiness, an *isoneph*; of duration of sunshine, an *isohel*; etc. Upwards of eighty meteorological isograms have been given special names.*

The lowest temperatures on the earth occur in winter in the northeastern part of Siberia, the somewhat indefinite center of greatest cold being known as the "cold pole." At Verkhoyansk, in this region, a temperature of 90.4° below zero Fahrenheit was recorded on Jan. 15, 1885—the lowest ever reported at a regular meteorolog-

*See "The Meteorological Isograms," Scientific American Supplement, Nov. 12, 1910.

ical station. The highest temperatures occur in the deserts of both the temperate and the torrid zones. At Wargla (French *Ouargla*), in the Algerian Sahara, a temperature of 127.4° Fahrenheit was recorded on July 17, 1879. Much higher temperatures have been reported—as high as 167° in the desert of Gobi—but the records in these cases are not entirely trustworthy. Of course these are all shade temperatures.

In the upper atmosphere the lowest temperatures occur at great heights over the equatorial regions, where the troposphere is thicker than in higher latitudes, and hence the ordinary fall of temperature with ascent proceeds to a greater height before the isothermal layer is reached. The lowest temperature ever registered by a sounding-balloon was 119° below zero Fahrenheit, over Victoria Nyanza, in the heart of Africa.

GENERAL CIRCULATION OF THE ATMOSPHERE.

In the equatorial regions the surface air is heated more than elsewhere, and tends to rise and overflow at high levels, toward the poles; while the relatively cold air of the polar regions tends to flow equatorward, near the earth's surface, to replace it. A simple circulation between the equator and

the poles could, however, only occur if the earth did not rotate on its axis.

The deflective force of the earth's rotation causes a particle of air moving in any direction over the earth's surface to deviate to the right in the northern hemisphere and to the left in the southern.

At about latitude 30° the winds coming from the equator have been so much deflected that they move almost due eastwardly. The result is a great whirl around the pole, occupying most of the temperate zone in each hemisphere, with prevailing winds from west to east at all levels. The centrifugal force of this whirl causes the air to bank up at about latitude 30° , producing a belt of high pressure in that region, which is known as the *horse latitudes*. Between this belt and the equator there is a regular circulation of air equatorward below (the *trade winds*) and poleward above (the *antitrades*); both systems being given an oblique direction by the earth's rotation. Near the equator, between the two trade wind systems, is a region of calms or variable winds, with abundant clouds and rains, known as the *doldrums*. Trades and doldrums shift north and south in the course of the year, following the sun, and give to regions which come alternately under their control successive dry and rainy seasons.

The prevailing westerly winds of middle latitudes are stronger in the southern hemisphere, where they blow mainly over the ocean and are little impeded by friction, than in the northern hemisphere; hence the violence of the winds known to mariners as the "brave west winds" in the region called the "roaring forties" (about 40° south latitude).

Within the polar circles the low temperatures increase the density of the air, which flows radially away from the poles near the earth's surface; an effect that appears to be reinforced by the drainage of air down the glacier slopes of the two polar continents (Greenland and Antarctica).

From north to south the main wind systems of the globe run in the following sequence:

1. Arctic calms and outflowing winds, deflected westwardly (with poleward winds overhead).

2. Westerly (i. e., eastwardly) winds of middle latitudes.

3. Horse latitudes ("calms of Cancer").

4. Northeast trade winds (with southwest antitrades overhead).

5. Doldrums or equatorial calms (with east winds overhead).

6. Southeast trade winds (with northwest antitrades overhead).

7. Horse latitudes ("calms of Capricorn").

8. Westerly (i. e., eastwardly) winds of middle latitudes.

9. Antarctic calms and outflowing winds, deflected westwardly (with poleward winds overhead).

These prevailing wind systems are, however, greatly disturbed by the periodic winds due to the different thermal effects of land and water surfaces; by the surface configuration of the land; and, in middle latitudes, by the continual passage of cyclonic and anticyclonic areas.

PERIODIC WINDS.

Comparing day and night, summer and winter, the land is alternately warmer and colder than the ocean. Hence there is an annual seesaw of the winds on a vast scale between land and sea (the *monsoons*), and a daily seesaw on a smaller scale between coasts and the adjacent waters (*land and sea breezes*; *land and lake breezes*).

Another class of alternating winds occurs in valleys, where warm air flows up the slopes by day, and cold air drains downward by night (*mountain and valley breezes*). This phenomenon has always strongly impressed the popular imagination; and scores of winds of this class have been given individual local names. Such are the *pontias*, *vésine* and *solore* of the French Alps; the *joran* of Lake Geneva; the *breva* and the *tivano* of Lake Como, etc.

CYCLONES AND RELATED PHENOMENA.

A *cyclone*, *barometric depression*, or *low* is a system of winds blowing around a center of low barometric pressure. Near the earth's surface the wind is drawn spirally inward toward the center of the system, the direction of rotation being always counterclockwise in the northern hemisphere and clockwise in the southern. Hence we have *Buys Ballot's law*: Stand with your back to the wind and the barometer will be lowest on your left hand in the northern hemisphere, and on your right hand in the southern. The

air drawn into the vortex of the system rises and tends to flow spirally outward, though its actual direction is much modified by the prevailing drift of the atmosphere (west-east in middle latitudes). Besides its rotary motion, the cyclone as a whole has usually a more or less rapid translatory motion. The two motions may be compared with those of the earth, which rotates on its axis and at the same time revolves in its orbit around the sun.

Extratropical cyclones, which are responsible for the very changeable weather of the temperate zones, cover hundreds or thousands of square miles and have a translatory movement averaging 600 or 700 miles a day, usually in an eastwardly direction. They appear to be carried around the globe in the general circumpolar whirl described above. They are typically accompanied by cloudy weather, with rain or snow and rising temperature on their east and equatorward sides; and by clearing weather, with falling temperature, on their west and poleward sides.

The term *anticyclone*, or *high*, is somewhat loosely applied to any region of high barometric pressure. The typical anticyclone has a system of winds just the reverse of that found in the cyclone, outflowing below and inflowing above; and such a system is commonly assumed to be characterized by clear, cool and settled weather. In fact, however, all kinds of weather occur in anticyclones, which appear to be essentially somewhat inert masses of air which are not partaking of the circulation going on around them.

The *tropical cyclone* (*hurricane* of the West Indies; *typhoon* of the China Sea; *baguio* of the Philippines), is a relatively violent whirl, which originates in the stagnant air of the doldrums, and usually moves in an oblique and curved path toward higher latitudes, sometimes passing into the temperate zone and becoming an extratropical cyclone. These disturbances (which are always "storms," while extratropical cyclones frequently are not) are confined to certain relatively small regions of the globe, and to certain seasons. West India hurricanes are most common from July to October (the "hurricane season"). They frequently cause frightful devastation in the Caribbean Sea and the Gulf of Mexico, and on the southeastern coasts of the United

States (as at Galveston, Sept. 8, 1900, when 6,000 lives and \$30,000,000 in property were destroyed). The amount of shipping exposed to these storms will be much increased with the opening of the Panama Canal. Their movements are now closely watched by the U. S. Weather Bureau, which maintains observing stations in the West Indies during the hurricane season, and receives regular wireless weather reports from vessels plying in that region.

The *spout* is a vortex in the atmosphere, usually not over a few hundred feet in diameter, which begins in the upper air and is propagated downward. Its position is marked by a funnel-shaped cloud. Spouts are distinguished, according to their place of occurrence, as *landspouts* and *water-spouts*, and the more violent landspouts are called *tornadoes*. The tornado is popularly miscalled a "cyclone." These disturbances appear to be secondary phenomena of the true cyclone, and (in the northern hemisphere) occur chiefly in a region south-east of the cyclone center.

Thunderstorms are sometimes scattered phenomena, of local origin, and sometimes occur in a long line extending radially from center to border of a cyclone. In the latter case they constitute a *line-squall*. Their winds tend to rotate about a horizontal axis. Their electrical phenomena are probably the result, not the cause, of the atmospheric movements.

A wind blowing from a warm region toward a cyclonic center is called a *sirocco*, and its attendant weather is often called, in the United States, a *warm wave*. Winds blowing in winter from a cold region toward such a center bring us *cold waves*, or *blizzards* (the latter term implying the presence of driving snow as well as a low temperature).

A wind of cyclonic origin blowing down a mountain slope constitutes a *fallwind*. Such a wind, dried by the precipitation of its moisture on the windward slope, and further dried and heated by compression in its descent, is called a *foehn* (*chinook* in the north-western United States); its effects are most striking in winter, when it sometimes raises the temperature on the lee side of the mountains 30° or 40° in a few minutes, causing the snow to disappear with astonishing rapidity. The *bora* of the Adriatic and the *mistral* of the French Riviera

differ from the foehn in the fact that they blow from a cold mountainous interior to a warm coastland, and therefore, though heated in their descent, produce the impression of a cold wind.

MOISTURE IN THE ATMOSPHERE.

For any temperature of the air there is a maximum amount of moisture that can be present in an invisible form (water vapor); when the air is charged to the limit it is said to be "saturated." *Absolute humidity* is the weight of water vapor present, per unit volume, or the tension of this vapor; *relative humidity*, the ratio of the amount present to the amount necessary for saturation, expressed in percentage. Cooling of saturated air causes condensation, in the form of cloud, fog, mist, rain, snow, hail, dew, or hoarfrost. The temperature at which condensation occurs is called the *dew-point*.

The cooling of the air leading to the formation of clouds occurs in a variety of ways. One of the most common is the *adiabatic* cooling of a

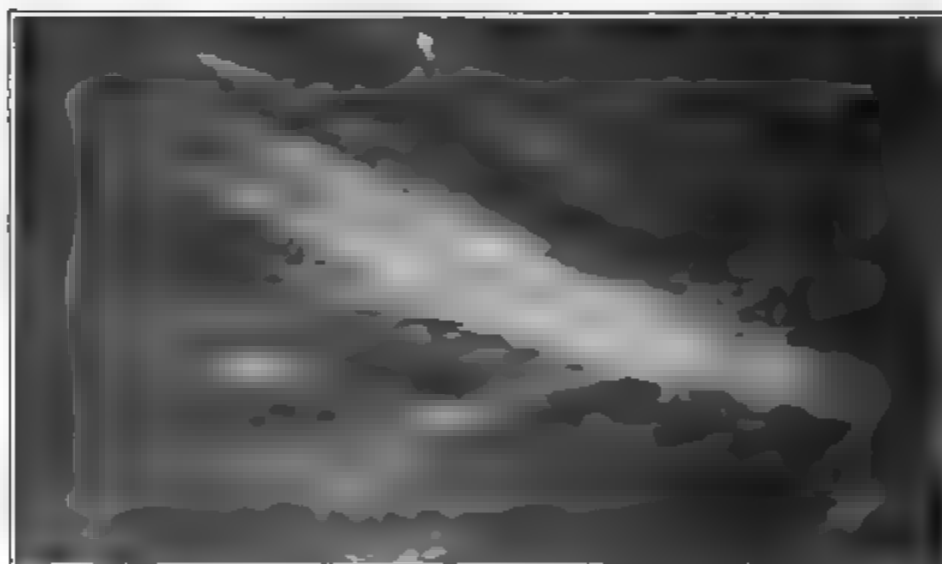
THE INTERNATIONAL CLASSIFICATION OF CLOUDS.

[Nearly all classifications of clouds are based upon that of Luke Howard, published in 1803. Howard defined seven types of cloud, which he named *cirrus*, *cumulus*, *stratus*, *cirro-cumulus*, *cirro-stratus*, *cumulo-stratus*, and *cumulo-cirro-stratus* or *nimbus*.

A score or more of other classifications, some of them very elaborate, have since been introduced; but the International Classification, illustrated herewith, is the only one now in general use.

The photographs numbered 1, 2, 3, 8 and 9 are from Loisel's "Atlas photographique des Nuages"; all the others are by Commander D. Wilson-Barker, R.N.R.

A cloud at the earth's surface constitutes *mist* or *fog* (nearly synonymous terms, the latter being usually preferable for technical use). *Haze* is a turbid state of the atmosphere; sometimes purely optical, sometimes mechanical. In the latter case it is

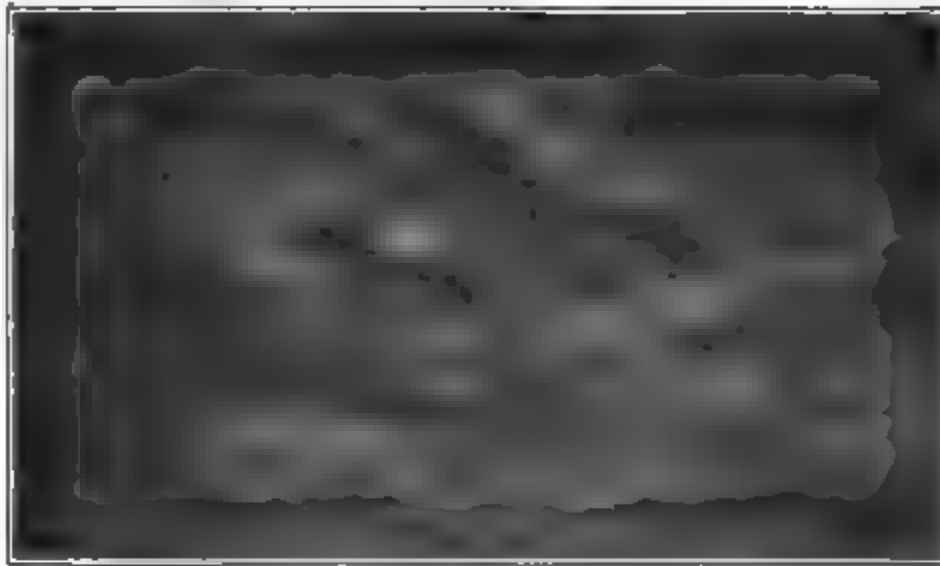


1. *Cirrus*—Detached clouds of delicate or fibrous appearance often showing a featherlike structure, generally of a white color. Occasionally cirrus clouds are arranged in parallel belts which cross a portion of the sky in great circles, and by an effect of perspective appear to converge towards a point on the horizon, or if sufficiently extended towards the opposite point also. (*Cirro-stratus* and *Cirrocumulus* are also sometimes arranged in similar bands.)

body of air rising and expanding under diminished pressure. The upper clouds, *cirrus*, *cirro-stratus*, *cirrocumulus*, consist of ice crystals; all others of water drops, though the latter often occur when the temperature is far below the freezing point, the water being "supercooled."

often due to the presence of dust and smoke, rather than moisture, and is then called *dry fog* or *dust haze*.

Moisture deposited from the atmosphere upon the earth is called *precipitation*. In the cold season this usually takes the form of *snow*; i. e., tiny ice crystals, in a great variety of



2. Cirro-Stratus.—A thin whitish sheet of cloud, sometimes covering the sky completely and giving it a milky appearance (it is then called cirro-nebula), at other times presenting more or less distinctly a formation like a tangled web. This sheet often produces halos around the sun or moon.



3. Cirro-Cumulus (Mackerel Sky).—Small globular masses or white flakes without shadows, or showing very slight shadows, arranged in groups and often in lines.

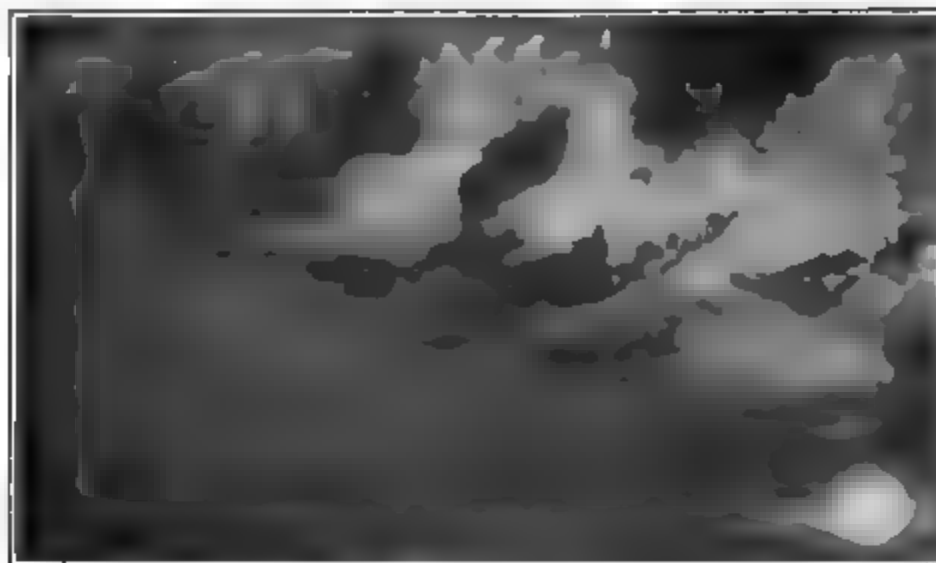
shapes; in the warm season, of rain.

Hail, properly so called, falls chiefly in summer thundershowers. It consists of ice and compact snow, often in concentric layers. The destruction wrought by hail throughout the world averages at least \$200,000,000 a year. Many expedients have been tried to avert hailstorms; e. g., the discharge of cannon, bombs, and rockets at the clouds, and the erection of paragrêles, or "hail rods" (essentially lightning rods); but the resulting benefits are entirely illusory. The term *soft hail*

is applied to little pellets of snow that fall in spring; *winter hail*, or *sleet*, to pellets of clear ice that fall in winter.

Fog drifting against terrestrial objects in cold weather leaves a rough deposit of ice known as *rime*. Rain, in cold weather, may coat such objects with a smooth sheet of ice, known as *glazed frost*. Sometimes this deposit is so heavy as to break down the branches of trees, telegraph wires, etc., constituting an *ice storm*.

Moisture condensed directly upon



4. Alto-Stratus.—A thick sheet of a grey or bluish color, sometimes forming a compact mass of dark grey color and fibrous structure. At other times the sheet is thin, resembling thick cirro-stratus, and through it the sun or the moon may be seen dimly gleaming as through ground glass. (In this picture patches of cumulus are seen in the foreground.)



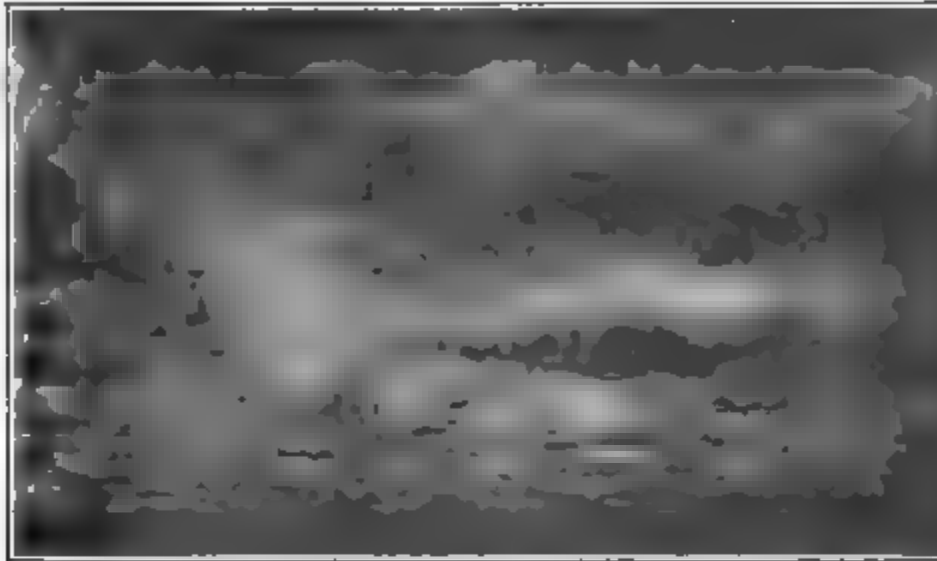
5. Alto-Cumulus. Largish globular masses, white or greyish, partially shaded, arranged in groups or lines, and often so closely packed that their edges appear confused.

objects that have been cooled by nocturnal radiation is called *dew* when liquid, *hoarfrost* when frozen.

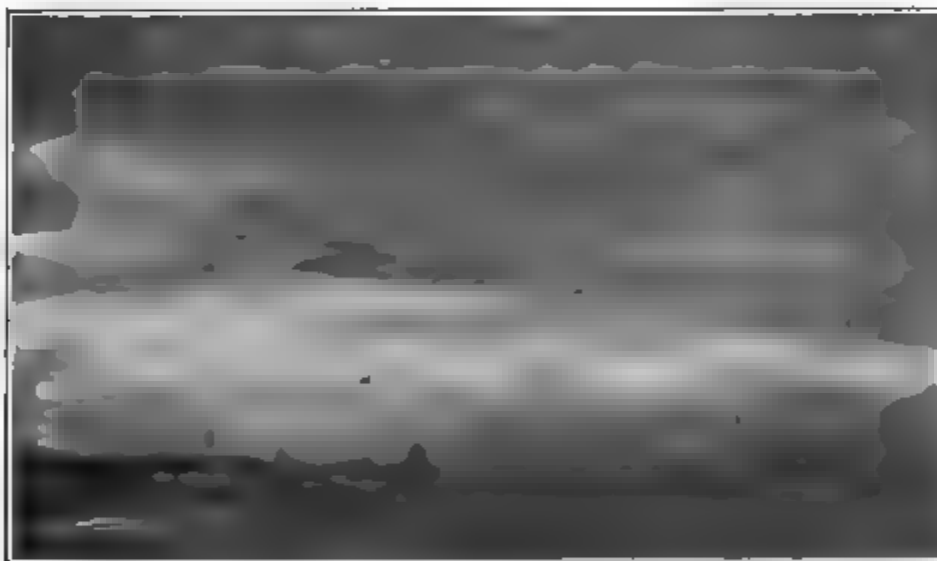
Rainfall, as an element of climate, includes all forms of aqueous precipitation (the frozen forms being expressed in their water equivalent). Measurements of rainfall refer to the depth of water that would lie upon the ground if none of it ran off, soaked in, or evaporated. Annual rainfalls may be classified, especially with reference to agriculture, as excessive

when over 75 inches; copious, 50-75 inches; moderate, 25-50 inches; light, 10-25 inches; desert, under 10 inches.

The heaviest rainfall occurs within or near the tropics. The rainiest meteorological station in the world is Cherrapunji, India, with an annual mean of 457.80 inches. Remarkable showers include one of 101.84 inches in four days, June 12-15, 1876, at Cherrapunji; and one of 135 inches in eight days in November, 1909, at Silver Hill, Jamaica (of this amount



6. **Strato-Cumulus.**—Large globular masses or rolls of dark clouds, frequently covering the whole sky, especially in winter. Generally it presents the appearance of a grey layer irregularly broken up into masses of which the edge is often formed of smaller masses, often of wavy appearance. Sometimes this cloud form presents the characteristic appearance of great rolls arranged in parallel lines and pressed close up to one another (roll-cumulus).



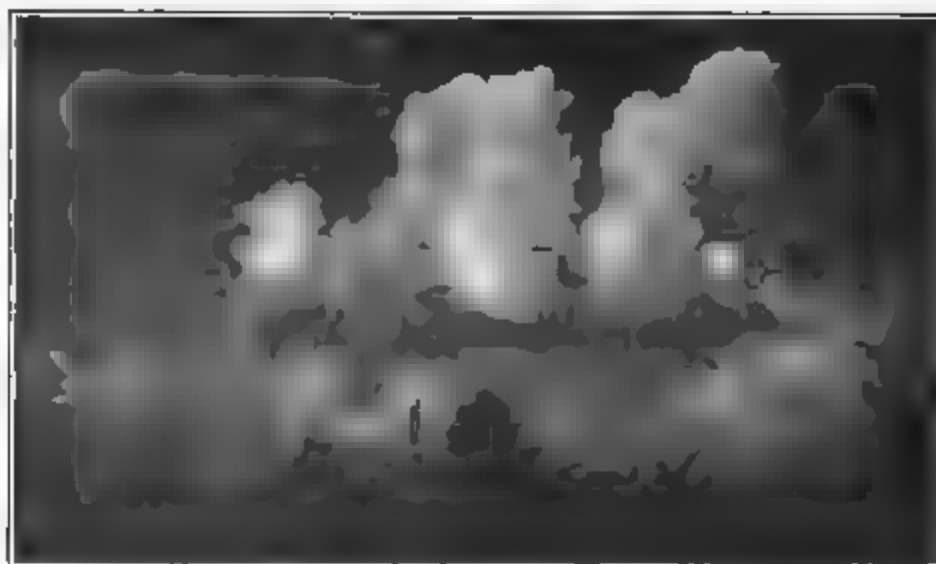
7. **Nimbus.**—A thick layer of dark clouds, without shape and with ragged edges from which steady rain or snow usually falls. Through the openings in these clouds an upper layer of cirro-stratus or alto-stratus may be seen almost invariably. If a layer of nimbus separates up in a strong wind into shreds, or if small loose clouds are visible floating underneath a large nimbus, they may be described as *fracto-nimbus* ("scud," of sailors).

114.50 inches fell in five days). The heaviest mean annual rainfall in the United States (not including Alaska) is about 136 inches in Tillamook County, Oregon.

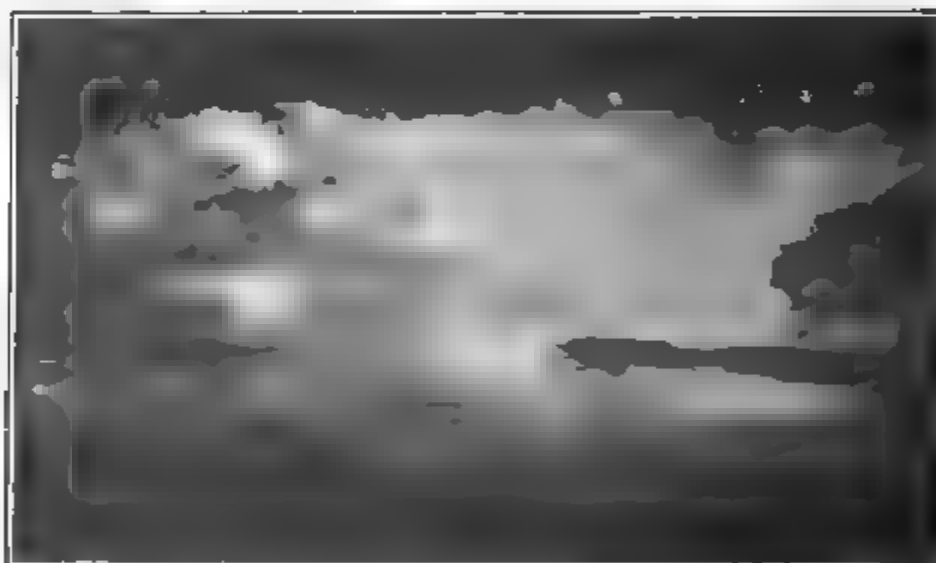
No part of the world is absolutely rainless, though there are parts of the Sahara and other deserts in which whole years go by without a drop of rain.

ATMOSPHERIC ELECTRICITY.

The surface of the earth has normally a charge of negative electricity; hence, with respect to the earth, any point in the atmosphere has normally a positive potential. The *potential gradient* of the atmosphere at any time and place is the difference of potential per meter of vertical distance. It is subject to a simple yearly and a less



8. Cumulus (Wool-pack Cloud).—Thick cloud of which the upper surface is dome-shaped and exhibits protuberances while the base is horizontal. These clouds appear to be formed by a diurnal ascensional movement which is almost always noticeable. True cumulus has well defined upper and lower limits. In strong winds a broken cloud resembling cumulus is often seen in which detached portions undergo continual changes. This form is distinguished by the name *fracto-cumulus*.



9. Cumulo-Nimbus (Thunder Cloud).—Heavy masses of cloud rising in the form of mountains or turrets or anvils generally surmounted by a sheet or screen of fibrous appearance (false cirrus), and having at its base a mass similar to nimbus. From the base local showers of rain or of snow (occasionally of hail or soft hail) usually fall. Sometimes the upper edges assume the compact form of cumulus, and form massive peaks round which the delicate "false cirrus" floats. At other times the edges themselves separate into a fringe of filaments similar to cirrus clouds.

simple daily variation. In disturbed weather, especially during thunderstorms, it fluctuates widely and rapidly, frequently changing its sign.

The ionization of the atmosphere, together with its effects and possible causes, forms one of the important new branches of meteorological research. Owing to the presence of ions

in the atmosphere, an electrically charged body loses its charge by conduction to the surrounding air. This process, known as *dissipation*, is affected by various meteorological conditions.

An excessive difference of potential between a point in the atmosphere and the earth, or between two points in



10. **Stratus.**—A uniform layer of cloud which resembles a fog but does not rest on the ground. If the cloud layer is broken up into irregular shreds in a wind or by mountains, it may be distinguished by the name *fracto-stratus*



(a)

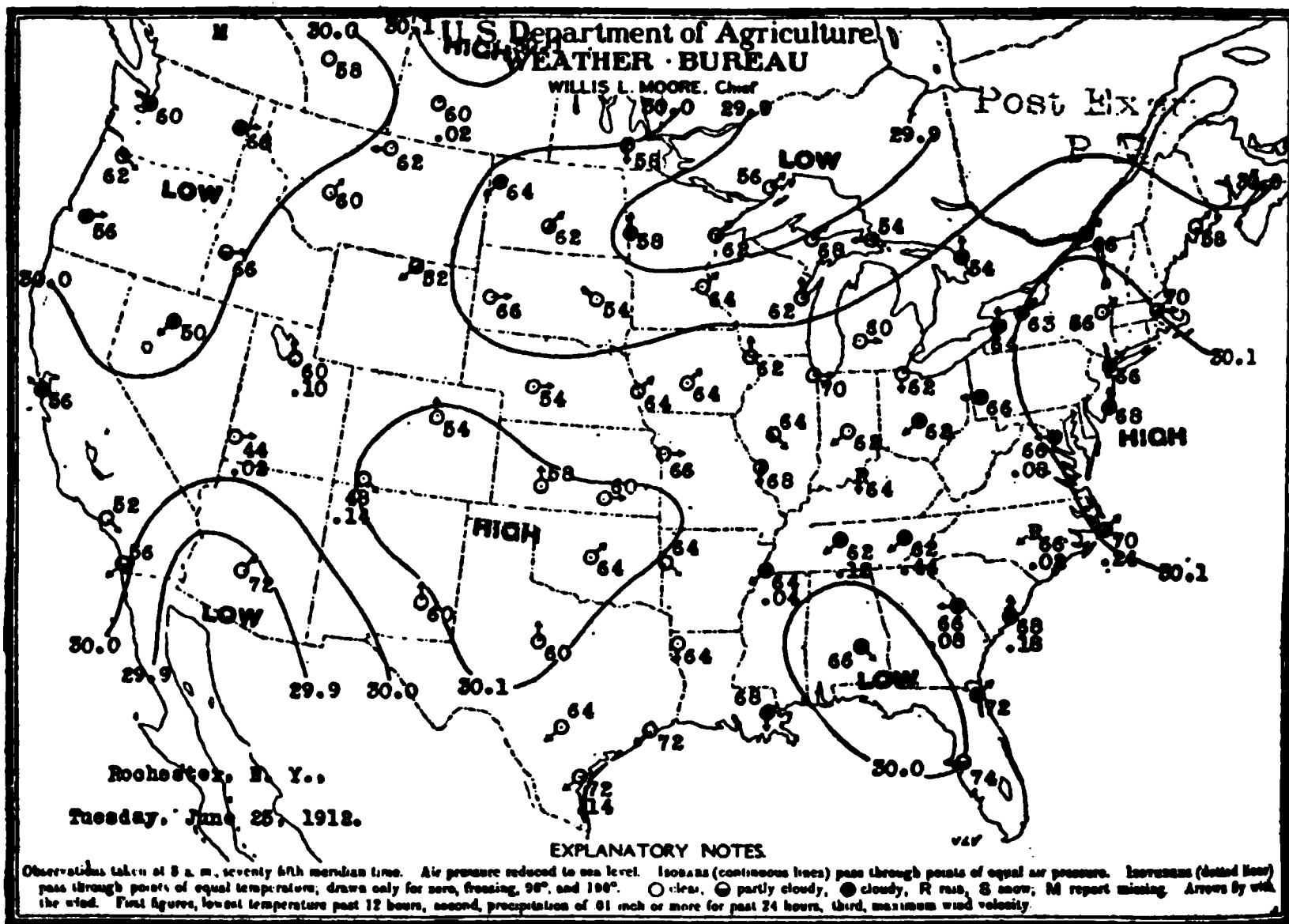


(b)

Lightning flashes photographed with (a) stationary camera, and (b) moving camera. (Dr. B. Walter, Hamburg).

the atmosphere, may result in a disruptive discharge along a narrow path, known as *lightning*; or, more specifically, *linear lightning*, from which is distinguished the more gentle diffuse discharge known as *sheet*

lightning. Apparent sheet lightning is often merely the reflection on the clouds of distant linear lightning; it is then distinguished as *heat lightning*. *St. Elmo's fire* (also called by a score of other names) is a brush



NEWSPAPER WEATHER MAP

discharge from the points of terrestrial objects, and is most common on mountain summits. *Ball lightning*, which takes the form of a ball of fire moving slowly through the air, has never been satisfactorily explained.

Photographs made with a camera turning on a vertical axis have proved that linear lightning often consists of several discharges in rapid succession along an identical path in the atmosphere.

An apparently broad stream of lightning is called *ribbon lightning*. *Beaded* or *pearl lightning* assumes the appearance of a string of brilliant beads. It is very rare. Still rarer is *rocket lightning*, which shoots up into the air at the apparent speed of a sky-rocket.

The utility of *lightning-rods* has often been questioned. The consensus of scientific opinion is that they are very useful if properly constructed; otherwise they are worse than useless.

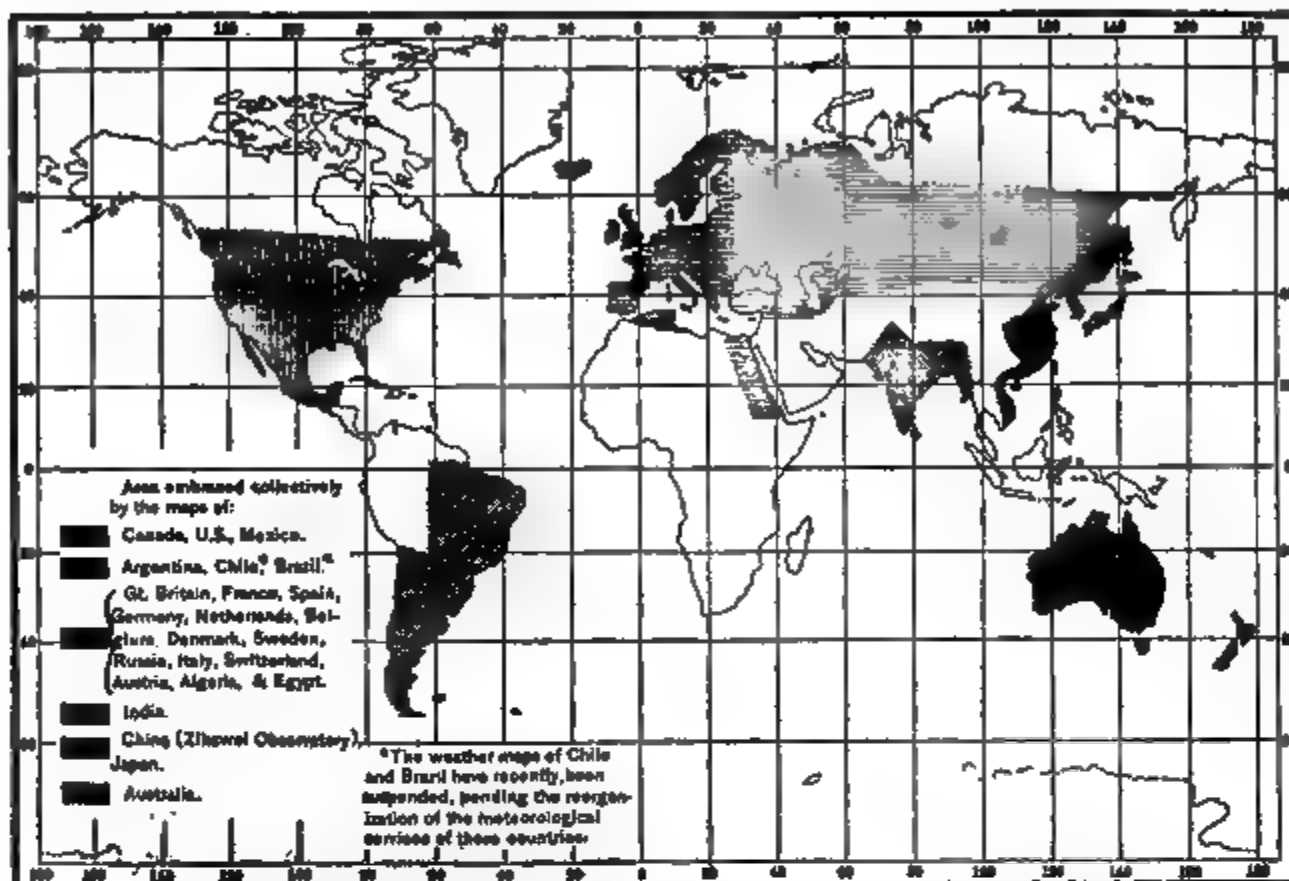
The *aurora polaris* is now most commonly attributed to the passage of cathode rays through the atmosphere, under the effects of some kind of radiation or emission from the sun.

Its variations are generally synchronous with those of solar activity and terrestrial magnetism. The aurora is best studied by means of simultaneous photographs from two stations, and with the spectroscope. There appear to be two principal forms; (1) the tranquil, homogeneous arc (part of a great circumpolar ring), occurring only at great altitudes; and (2) shifting beams and draperies, occurring mainly at lower levels. There is some evidence that a feeble auroral glow commonly extends over the whole nocturnal sky, in all latitudes (*earth-light*).

ATMOSPHERIC OPTICS.

The optical phenomena of the atmosphere (*photometeors*) include astronomical refraction, the colors of the sky, twilight phenomena, polarization of skylight, scintillation, mirage, the transparency of the atmosphere, and various luminous appearances, including rainbows, coronas, glories and halos.

The *rainbow* is due to the refraction and reflection of light in water drops (usually raindrops). *Primary*



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LAND AREAS EMBRACED IN THE PUBLISHED DAILY WEATHER MAPS OF THE WORLD

and secondary bows (often bordered with *supernumerary* or *spurious* bows) are seen opposite the sun; the higher the sun, the lower the system of bows, and vice versa. Bows of higher order (tertiary, quaternary, etc.) are of theoretical interest only; they are rarely, if ever, seen. The reflected image of the sun in a sheet of water may give rise to *intersecting rainbows*. Lunar rainbows are sometimes seen; they are, as a rule, nearly colorless, owing to feeble illumination.

The *corona* is a small ring, or series of rings, of prismatic colors, surrounding the sun or moon; it is due to the diffraction of light by water drops, ice crystals or dust. Fine dust in the atmosphere (as after the eruption of Krakatoa) gives rise to a large corona known as *Bishop's ring*.

From a mountain top or other elevation a person sometimes sees his shadow cast on a bank of fog or cloud. (The shadow seems "gigantic" owing to overestimation of its distance.) The head is often surrounded by a *glory* of colored light, due to diffraction. The whole phenomenon is called the *spec-*

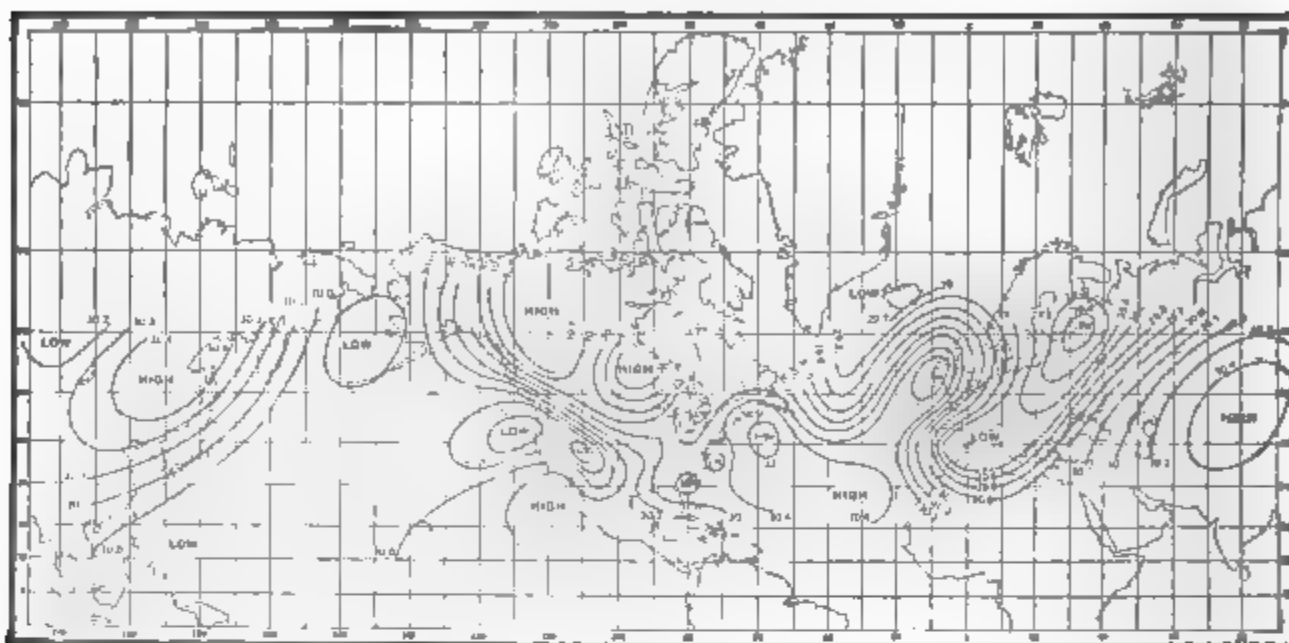
ter of the Brocken. Very striking examples are seen from balloons.

Halos are due to the refraction or reflection (or both) of light by ice crystals in the atmosphere. These may take the form of rings of definite angular size (the commonest has a radius of 22°) surrounding the sun or moon; also of rings or arcs in various other positions, and discs of light (*parhelia*, or *paraselenae*; in popular language, "sundogs" or "moondogs"). Some halos are distinctly colored, others are not. Complete descriptions and discussions of halo phenomena, scores of which have been classified, are found only in certain French and German works.

CLIMATE.

Climate is often defined as average weather; and climatic statistics refer mainly to average conditions. It would be better, however, to define it as "the sum total of weather,"

¹On the descriptive side the best account is L. Besson's "Les différentes formes de halo et leur observation," published in *L'Astronomie*, Paris, March-May, 1911.



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Daily synoptic weather chart of the Northern Hemisphere. (Chart of Jan. 13, 1911.) It is prepared daily, in manuscript, at Washington from telegraphic reports, but is not published. The curved lines are isobars, or lines of equal barometric pressure.

since occasional departures from the average, in the shape of hot and cold waves, droughts and excessive rain, severe storms, etc., aid in giving character to the climate of the places where they occur.

Climatology is the science of climate in general; *climatography* is devoted to the description of particular climates.

That "the climate has changed" within a generation or so is a stubborn popular delusion, which prevails all over the world, and has probably prevailed in every age. It arises from the fact that exceptional weather impresses itself more lastingly upon the memory than normal weather.

METEOROLOGICAL SERVICES AND THEIR WORK; WEATHER PREDICTION.

The central organization is the International Meteorological Committee, which meets triennially; president, Dr. W. N. Shaw, director of the British Meteorological Office, London; secretary, Dr. G. Hellmann, director of the Royal Prussian Meteorological Institute, Berlin. Under this committee are several international "commissions" on special subjects. Occasionally an International Meteorological Conference is held, comprising the directors of all meteorological services.

Practically every civilized country has an official weather service; some

have more than one. These services issue weather maps and weather forecasts, and compile climatic statistics. The national weather service of the United States is the Weather Bureau of the Department of Agriculture, with headquarters in Washington; its chief is Prof. Willis L. Moore.

A weather service consists of a central station or observatory, and a "réseau" of subordinate stations scattered over the country. The stations are of two principal classes: (1) *Telegraphic stations*, at which meteorological observations are made simultaneously at fixed hours (in the United States, 8 a. m. and 8 p. m., eastern standard time), and immediately telegraphed to headquarters, where they are charted to form the *weather map* which is the basis of the *weather forecast*. (2) *Climatological stations*, largely manned by volunteer observers. Their reports are sent in by post.

BEAUFORT WIND SCALE.

	Equivalent velocity	in miles per hour.
0 Calm	"	0
1 Light Air	"	1-3
2 Light Breeze	"	4-7
3 Gentle	"	8-11
4 Moderate	"	12-18
5 Fresh	"	19-24
6 Strong	"	25-31
7 High Wind (Moderate Gale)	"	32-38
8 Gale	"	39-46
9 Strong Gale	"	47-54
10 Whole	"	55-63
11 Storm	"	64-75
12 Hurricane	"	above 75

and are utilized especially in compiling climatic statistics. Certain countries, including the United States, receive reports from observers on ship-board, and compile meteorological statistics for the oceans. Many marine observers now send reports by wireless telegraphy.

The cardinal principle of forecasting from the weather map is the fact that the weather depends mainly upon the movement of cyclones and anticyclones. The distribution of weather in these systems has been described above. Broadly speaking, the weather, in the temperate zones, moves from west to east.

The prediction of ordinary weather changes, from day to day, is the least successful and the least important part of forecasting. On the other hand, such phenomena as severe storms, cold waves, heavy snowfall disastrous night frosts, and other occurrences of far-reaching importance are predicted with great accuracy.

The latest development of weather forecasting in the United States is the *daily weather map of the northern hemisphere*. It has proved the importance of certain quasi-permanent areas of high and low pressure (for example, the great "high" that prevails over Siberia in winter) in determining the movements of the subordinate "highs" and "lows" that directly control the weather.

River stage prediction has reached a high degree of accuracy, especially in the United States, where numerous river-gages and rainfall stations are maintained in every important river basin, and it is possible to predict the stage of a river, at a given point, from three or four days to three weeks in advance, within a limit of error of a few inches.

METEOROLOGY AND AERONAUTICS.

Meteorological investigations have received a great impetus through the development of aeronautics. The requirements of this art have given a practical *raison d'être* to the worldwide campaign of upper air, or free air, research that has been carried on by meteorologists since the beginning of the present century.

In the year 1911 was published the first general textbook of *aeronautical meteorology* (by Linke), a practical science that aims to do for the aeronaut what marine meteorology and hydrography combined do for the mariner.

Special weather predictions for aeronauts have been undertaken experimentally in Germany; where an "aeronautical weather bureau" has its headquarters at Lindenberg and a network of telegraphic reporting stations throughout the country at which daily observations of the upper air currents are made with pilot balloons.

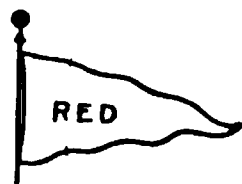


SENDING UP A PILOT BALLOON

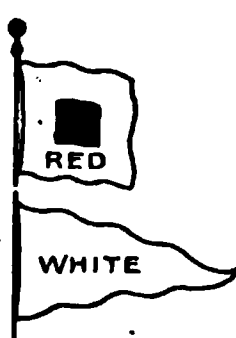
to determine the speed and direction of the air currents at various levels. The movement of the balloon is observed with a theodolite.

SMALL CRAFT, STORM AND HURRICANE WARNINGS. (U. S.)

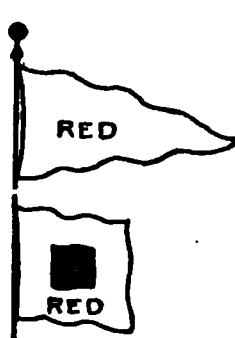
Small Craft



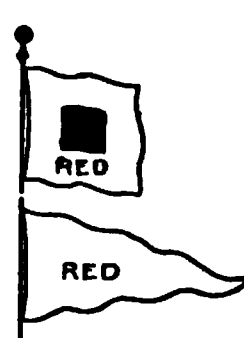
N.W. WINDS



S.W. WINDS



N.E. WINDS

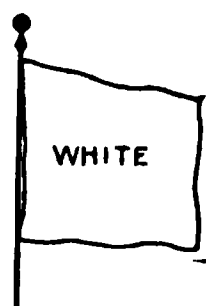


S.E. WINDS

Hurricane

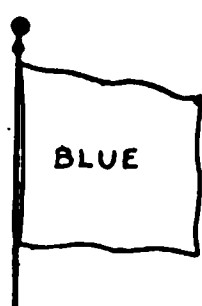


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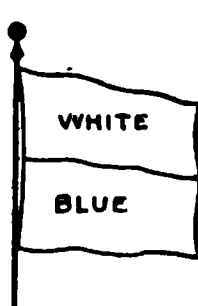
FAIR WEATHER

NO. 2.

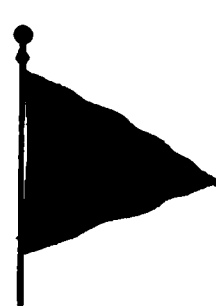


RAIN OR SNOW

NO. 3.

LOCAL RAIN
OR SNOW

NO. 4



TEMPERATURE

NO. 5



COLD WAVE

EXPLANATION OF WEATHER FLAGS. (U. S.)

EXPLANATION OF SMALL CRAFT,
STORM AND HURRICANE
WARNINGS.

Small craft warning.—A red pennant indicates that moderate winds are expected.

Storm warning.—A red flag with a black center indicates that a storm of marked violence is expected.

The pennants displayed with the flags indicate the direction of the wind: white, westerly (from southwest to north); red, easterly (from northeast to south). The pennant above the flag indicates that the wind is expected to blow from the northerly quadrants; below, from the southerly quadrants.

By night a red light indicates easterly winds, and a white light below a red light, westerly winds.

Hurricane warning.—Two red flags with black centers, displayed one above the other, indicate the expected approach of a tropical hurricane, or one of those extremely severe and dangerous storms which occasionally move across the Lakes and northern Atlantic coast.

No night small craft or hurricane warnings are displayed.

INTERPRETATION OF DISPLAYS

No. 1, alone, indicates fair weather, stationary temperature.

No. 2, alone, indicates rain or snow, stationary temperature.

No. 3, alone, indicates local rain or snow, stationary temperature.

No. 1, with No. 4 above it, indicates fair weather, warmer.

No. 1, with No. 4 below it, indicates fair weather, colder.

No. 2, with No. 4 above it, indicates rain or snow, warmer.

No. 2, with No. 4 below it, indicates rain or snow, colder.

No. 3, with No. 4 above it, indicates local rain or snow, warmer.

No. 3, with No. 4 below it, indicates local rain or snow, colder.

INTERNATIONAL STORM SIGNALS.



For a gale commencing with wind in the NW. quadrant.



For a gale commencing with wind in the SW. quadrant.



For a gale commencing with wind in the NE. quadrant.



For a gale commencing with wind in the SE. quadrant.



For a hurricane.

MEAN TEMPERATURE F° AND MEAN ANNUAL PRECIPITATION.

NAME OF PLACE.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Years Record	Precip. (in ins.)	Years.
Algiers.....	53.4	55.4	57.6	61.0	65.8	71.4	77.0	77.5	74.8	68.5	62.4	55.6	22	30.12	(67)
Athens.....	47.5	48.9	53.4	59.5	68.0	75.9	81.1	80.4	74.3	66.9	57.4	50.9	46	15.35	(47)
Auckland.....	66.6	67.3	65.7	61.3	57.0	53.8	52.0	52.0	54.5	57.0	59.0	64.2	15	43.73	(45)
Bergen.....	34.2	33.6	35.4	42.1	48.9	55.0	57.9	57.6	52.7	45.1	38.5	34.7	50	77.09	(54)
Bombay.....	74.5	74.8	78.1	82.0	84.6	82.4	79.5	79.3	79.3	80.8	79.3	76.5	50	74.02	(58)
Brussels.....	34.3	36.1	39.7	46.9	53.2	59.7	63.0	62.2	57.7	49.5	41.2	35.6	35	28.78	(20)
Cairo, Egypt.....	54.1	56.8	62.4	70.2	76.8	81.9	83.5	82.6	78.1	71.4	65.1	57.9	35	1.26	(72)
Calcutta.....	65.1	70.3	79.3	84.9	85.6	84.6	82.9	82.4	82.6	80.1	72.3	65.3	33	60.79	(35)
Chicago, Ill.....	23.7	25.4	34.4	45.9	56.5	66.3	72.4	71.2	64.6	53.2	39.2	29.3	50	33.29	(25)
Christiania.....	24.1	23.9	29.5	39.9	50.9	59.9	62.6	60.6	52.7	41.9	32.2	25.5	15	22.95	(21)
Christchurch, N. Z.....	61.7	60.8	58.5	53.1	48.4	45.0	42.4	43.9	48.6	52.7	56.3	60.8	47	25.24	(48)
Colombo, Ceylon.....	79.0	79.7	80.6	81.5	82.0	80.4	80.1	80.4	80.4	79.3	79.5	79.2	15	88.27	(32)
Constantinople.....	41.4	41.4	46.2	53.4	62.4	70.3	74.3	74.5	68.4	62.2	53.2	45.7	39	28.86	(73)
Dunedin, N. Z.....	57.7	57.4	55.4	51.4	47.3	44.1	42.4	44.1	46.8	50.7	49.3	42.6	37	34.56	(37)
Florence.....	40.8	43.9	48.9	56.1	63.1	70.7	76.1	74.8	68.5	58.8	49.3	33.6	14	35.00	(48)
Geneva.....	32.0	53.6	40.8	48.9	55.9	62.8	67.1	64.9	59.2	49.1	40.8	48.9	6 1/2	33.82	(9)
Jerusalem.....	44.6	47.5	51.4	58.8	66.9	70.3	73.2	73.4	70.3	66.4	55.9	50.7	20	26.02	(95)
Khartoum.....	71.4	75.6	80.4	84.7	92.1	91.8	88.3	87.3	88.5	88.2	82.0	74.8	20	5.16	(40)
Lisbon.....	49.3	52.0	54.1	56.5	60.8	66.4	70.4	70.2	68.0	61.5	56.1	50.7	..	28.58	(30)
London.....	38.1	39.7	42.1	48.0	53.8	60.3	63.1	62.1	57.6	49.8	43.0	39.2	..	25.47	(8)
Madras.....	75.4	76.6	79.5	84.2	88.7	88.3	85.6	84.6	83.8	80.8	77.9	75.7	20	48.84	(19)
Madrid.....	39.7	43.9	47.5	52.3	59.4	68.5	75.7	74.8	66.4	54.9	47.1	40.1	20	16.50	(51)
Malaga.....	53.6	55.4	57.6	61.5	65.7	71.4	76.8	77.2	72.5	66.0	60.3	55.4	48	23.90	(151)
Malta.....	53.4	53.4	55.0	58.6	63.9	70.9	76.5	77.2	74.1	68.9	61.7	55.8	51	20.35	(84)
Melbourne.....	67.5	67.3	64.6	59.7	54.0	50.0	48.7	51.1	54.0	57.6	61.2	64.6	50	25.47	(35)
Milan.....	32.4	38.1	46.0	55.2	62.6	70.0	74.8	73.0	66.0	55.6	44.1	35.6	50	39.65	(16)
Naples.....	46.8	48.4	51.4	56.8	63.7	70.3	75.6	75.0	69.8	63.1	54.7	48.7	50	32.76	(30)
New Orleans, La.....	53.0	56.3	62.0	67.9	74.5	79.6	81.3	81.0	78.0	69.5	60.6	54.4	33	57.42	(35)
New York.....	30.2	30.7	37.5	48.1	59.3	68.5	73.5	72.2	66.5	55.6	44.0	34.4	50	44.63	(30)
Nice.....	46.4	47.5	50.7	56.6	62.2	69.1	73.8	73.2	68.2	61.0	52.7	47.3	50	33.74	(80)
Paris.....	36.5	39.0	43.2	50.5	56.1	62.4	65.5	64.4	59.0	50.5	42.8	37.2	50	21.93	(35)
Rangoon.....	74.7	77.4	81.1	84.9	82.2	79.5	78.8	78.6	79.2	80.1	78.3	75.6	50	98.82	(49)
Rome.....	44.1	46.6	50.7	56.5	64.0	71.2	76.6	75.7	70.2	61.7	52.3	45.9	33	31.61	(56)
San Francisco.....	49.5	51.3	52.7	53.7	55.5	57.0	57.3	58.0	59.3	58.4	55.5	50.9	15	22.27	(40)
Sydney.....	71.4	71.1	69.3	64.6	58.5	54.3	52.3	54.9	58.8	63.5	66.9	70.0	46	48.35	(69)
Venice.....	36.5	40.6	46.6	55.8	63.5	71.4	76.3	74.7	68.0	58.5	47.1	39.6	50	29.53	(56)
Vienna.....	28.9	32.4	39.0	48.9	57.2	63.9	67.3	65.8	59.4	49.6	38.3	30.9	50	24.53	(40)
Wellington, N. Z.....	62.4	62.2	61.0	57.4	52.9	49.6	47.5	48.6	51.1	54.0	56.8	60.8	15	50.63	(40)

LOWEST TEMPERATURE: RECORD TO DECEMBER 31, 1911, BY MONTHS, AT SPECIFIED STATIONS.

[Source: The Weather Bureau, Department of Agriculture.]

Station.	Number of years re- cord.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
Abilene, Tex.	26	-5	-6	17	25	33	48	54	55	40	30	13	1	-8
Albany, N. Y.	37	-24	-18	-8	13	29	40	48	45	32	23	-10	-17	-24
Amartillo, Tex.	19	-6	-16	-2	22	26	42	51	49	36	23	4	-1	-16
Atlanta, Ga.	32	-2	-8	-8	25	38	39	58	55	43	30	16	1	-8
Bismarck, N. Dak.	36	-44	-43	-36	-3	13	31	32	32	10	-2	-28	-38	-44
Boise, Idaho	32	-28	-12	8	17	26	30	40	32	28	16	-10	-7	-28
Boston, Mass.	40	-13	-11	-8	11	31	42	46	47	34	25	-2	-12	-13
Buffalo, N. Y.	38	-14	-13	-4	11	28	39	47	44	35	24	2	-9	-14
Charlotte, N. C.	32	-1	-5	14	26	37	45	55	53	38	28	18	-5	-5
Chicago, Ill.	38	-20	-21	-12	17	27	40	50	47	32	14	-2	-23	-23
Cleveland, Ohio.	38	-17	-16	-4	15	28	38	46	46	36	24	0	-12	-17
Denver, Colo.	38	-29	-22	-11	4	19	36	42	40	21	1	-18	-25	-29
Des Moines, Iowa.	32	-30	-28	-8	11	26	37	43	40	26	14	-10	-20	-30
Dodge, Kans.	36	-20	-28	-9	13	19	40	46	45	30	10	-13	-15	-26
Dubuque, Iowa.	37	-32	-31	-12	14	26	39	40	41	24	15	-12	-24	-32
Duluth, Minn.	38	-41	-36	-26	3	16	33	44	40	28	8	-29	-34	-41
Eastport, Me.	37	-20	-20	-8	2	28	30	45	44	23	-13	-21	-21	-21
El Paso, Tex.	32	5	6	21	29	40	49	56	52	26	11	-5	-5	-5
Fresno, Cal.	23	20	24	28	34	39	42	50	51	36	27	23	20	20
Galveston, Tex.	29	11	8	30	43	52	57	66	68	54	44	29	18	8
Green Bay, Wis.	24	-36	-33	-23	11	26	34	43	40	25	8	-12	-21	-36
Harrisburg, Pa.	22	-5	-13	6	23	34	43	50	49	36	28	11	4	-13
Havre, Mont.	19	-43	-48	-41	-11	15	31	31	27	18	-7	-33	-43	-46
Helena, Mont.	30	-42	-41	-20	6	22	31	38	29	20	3	-23	-40	-42
Huron, S. Dak.	29	-43	-37	-25	7	20	31	41	33	18	3	-28	-34	-43
Indianapolis, Ind.	37	-25	-18	0	19	31	39	46	46	30	22	-8	-15	-25
Jacksonville, Fla.	39	15	10	26	34	46	54	66	64	49	40	26	14	10
Jupiter, Fla.	23	24	27	33	39	53	64	68	68	61	49	36	24	24
Kansas City, Mo.	22	-17	-22	2	22	27	48	54	46	35	26	4	-13	-22
Knoxville, Tenn.	40	-16	-10	5	24	34	42	52	50	35	25	12	-6	-16
Lander, Wyo.	19	-36	-35	-24	2	13	26	34	23	7	2	-31	-30	-36
Little Rock, Ark.	31	-5	-12	16	28	39	51	60	52	41	31	10	6	-12
Los Angeles, Cal.	33	30	28	31	36	40	46	49	49	44	40	42	30	28
Louisville, Ky.	38	-20	-14	8	21	33	43	54	50	36	26	4	-7	-20
Lynchburg, Va.	37	-6	-3	14	26	34	45	53	47	35	27	13	-6	-6
Montgomery, Ala.	38	5	5	21	30	35	48	61	58	45	31	21	8	-5
New Orleans, La.	40	15	7	30	38	52	58	66	63	55	40	29	20	7
New York, N. Y.	39	-6	-6	3	20	34	45	50	51	36	31	7	-6	-6
Northfield, Vt.	23	-32	-35	-18	-1	18	30	34	31	23	12	-14	-27	-35
North Platte, Nebr.	36	-35	-35	-21	12	19	33	42	36	21	9	-25	-30	-35
Oklahoma City	20	-11	-17	9	22	33	48	56	49	36	27	9	-2	-17
Omaha, Nebr.	38	-32	-26	-7	6	25	42	50	44	30	15	-14	-17	-33
Oswego, N. Y.	40	-23	-18	-11	13	27	39	45	44	35	24	1	-18	-23
Palestine, Tex.	29	0	-6	20	36	39	49	60	54	43	31	20	8	-6
Parkersburg, W. Va.	22	-11	-27	4	20	31	42	48	45	33	20	15	-5	-27
Phoenix, Ariz.	28	12	19	24	30	35	33	46	49	39	34	24	18	12
Port Huron, Mich.	36	-15	-25	-14	7	26	35	42	41	30	19	-6	-14	-25
Portland, Oreg.	37	-2	7	20	23	32	39	43	43	35	31	11	3	-2
Rapid City, S. Dak.	23	-37	-40	-17	-2	19	35	37	36	23	10	-9	-25	-40
Red Bluff, Cal.	33	18	22	26	30	37	44	53	52	45	32	26	23	16
St. Louis, Mo.	40	-22	-18	3	22	32	44	55	52	37	24	5	-17	-22
St. Paul, Minn.	39	-41	-33	-22	7	23	36	45	40	28	12	-24	-39	-41
Salt Lake City, Utah.	36	-20	-13	0	18	25	33	43	44	29	22	-2	-10	-20
San Antonio, Tex.	33	6	4	21	35	44	53	58	57	40	36	21	10	4
San Francisco, Cal.	39	29	33	33	40	43	48	47	47	47	45	33	34	29
Santa Fe, N. Mex.	37	-13	-11	0	11	20	33	43	40	21	13	-11	-13	-13
Sault Ste. Marie, Mich.	22	-28	-37	-27	8	21	32	39	37	28	18	-7	-19	-28
Seattle, Wash.	17	11	12	20	31	36	42	48	46	36	31	15	25	11
Shreveport, La.	37	1	-5	22	32	42	53	62	54	44	31	18	10	-5
Spokane, Wash.	29	-30	-25	-10	22	29	34	41	38	26	12	-13	-18	-30
Springfield, Ill.	31	-22	-24	2	19	32	40	49	46	31	20	2	-14	-24
Springfield, Mo.	23	-17	-29	3	22	30	48	53	44	35	21	6	-11	-29
Tampa, Fla.	20	23	22	32	38	53	64	65	66	54	44	32	19	19
Vicksburg, Miss.	38	3	-1	24	31	43	52	62	54	42	34	22	13	-1
Walla Walla, Wash.	25	-17	-15	2	29	35	40	45	41	36	24	-9	-2	-17
Washington, D. C.	40	-14	-15	4	22	33	43	52	49	36	26	12	-13	-15
Williston, N. Dak.	32	-49	-49	-35	-4	14	30	36	32	13	-3	-29	-45	-49
Wilmington, N. C.	40	9	5	20	28	38	51	58	56	42	32	20	10	5
Winnemucca, Nev.	31	-28	-23	-3	12	17	29	33	29	16	10	-9	-20	-28

HIGHEST TEMPERATURE: RECORD TO DECEMBER 31, 1911, BY MONTHS, AT SPECIFIED STATIONS.

[Source: The Weather Bureau, Department of Agriculture.]

Station.	Number of years re- cord.	January.	February	March	April	May.	June.	July	August	September	October	November	December	Annual.
Abilene, Tex.	25	90	92	95	99	105	110	110	105	104	94	88	83	110
Albany, N. Y.	37	64	63	79	88	97	99	104	98	97	90	71	66	104
Amarillo, Tex.	19	82	84	96	90	98	105	100	102	101	94	83	75	106
Atlanta, Ga.	32	75	78	87	89	94	98	100	98	97	94	82	73	100
Bismarck, N. Dak.	36	60	64	81	90	96	103	107	105	102	91	73	64	107
Boise, Idaho	32	62	67	77	92	100	105	111	106	100	91	72	62	111
Boston, Mass.	40	70	64	78	85	97	98	104	97	102	90	78	67	108
Buffalo, N. Y.	38	70	67	79	84	94	93	95	94	95	86	70	64	96
Charlotte, N. C.	32	77	79	91	94	97	102	102	100	99	92	80	76	102
Chicago, Ill.	38	64	63	81	88	94	98	103	98	98	87	75	68	102
Cleveland, Ohio	38	71	72	83	87	92	96	97	99	98	87	74	68	99
Denver, Colo.	38	76	77	82	86	92	99	102	105	97	90	77	74	106
Des Moines, Iowa	32	64	70	88	92	94	101	109	103	99	91	78	69	109
Dodge, Kans.	36	76	83	96	96	101	107	108	105	101	94	84	79	108
Dubuque, Iowa	37	63	67	86	88	94	99	106	100	97	89	74	67	105
Duluth, Minn.	38	61	58	70	82	91	97	99	95	94	80	73	54	99
Eastport, Me.	37	54	52	67	72	85	88	93	90	89	83	64	54	88
El Paso, Tex.	32	77	86	93	98	105	113	112	110	104	94	85	77	113
Fresno, Cal.	23	72	83	87	101	110	112	115	113	111	100	84	74	115
Galveston, Tex.	39	75	76	85	85	93	97	98	98	94	91	85	77	98
Green Bay, Wis.	24	51	59	82	84	91	100	100	98	95	84	69	51	100
Harrisburg, Pa.	22	67	74	83	92	95	97	101	98	95	88	75	66	101
Hayes, Mont.	19	61	63	77	94	92	108	103	106	93	88	75	63	108
Helena, Mont.	30	63	65	72	86	89	102	103	98	91	84	71	46	103
Huron, S. Dak.	29	64	68	85	94	96	100	108	106	106	94	77	68	106
Indianapolis, Ind.	37	70	72	84	87	96	100	106	101	98	89	78	68	106
Jacksonville, Fla.	39	81	86	91	92	98	100	104	101	98	96	86	81	104
Jupiter, Fla.	23	83	87	89	90	93	95	96	96	93	94	87	86	96
Kansas City, Mo.	22	70	76	90	95	92	100	106	104	101	91	80	70	106
Knoxville, Tenn.	40	76	79	87	90	94	99	100	100	99	94	80	75	100
Lander, Wyo.	19	59	64	71	82	86	95	99	96	90	82	72	57	99
Little Rock, Ark.	31	78	80	89	94	94	102	106	105	101	93	84	78	106
Los Angeles, Cal.	33	87	88	99	100	103	105	109	106	108	102	96	89	109
Louisville, Ky.	38	74	78	88	91	98	100	107	105	102	91	79	74	107
Lynchburg, Va.	37	77	75	92	95	97	98	102	100	99	92	81	73	102
Montgomery, Ala.	38	79	83	90	92	96	106	107	103	99	96	85	79	107
New Orleans, La.	40	82	82	86	89	96	98	102	100	96	94	89	83	102
New York, N. Y.	39	67	69	78	90	95	97	99	98	100	88	74	68	100
Northfield, Vt.	23	61	59	75	86	93	95	98	92	90	83	70	61	98
North Platte, Nebr.	36	70	74	86	95	97	104	107	103	101	94	81	72	107
Oklahoma, Okla.	20	83	90	90	95	95	106	104	108	102	97	86	75	108
Omaha, Nebr.	38	63	78	91	94	97	102	107	105	102	92	80	71	107
Oswego, N. Y.	40	66	61	78	85	94	98	100	98	93	84	75	66	100
Palestine, Tex.	29	84	83	90	92	96	100	103	108	104	97	87	81	108
Parkersburg, W. Va.	22	74	76	88	93	94	99	102	98	99	90	78	72	102
Phoenix, Ariz.	28	87	92	97	105	114	119	117	116	114	106	97	95	119
Port Huron, Mich.	36	64	60	77	84	93	97	101	99	97	87	69	65	101
Portland, Oreg.	37	62	68	79	90	99	99	102	97	93	83	73	66	102
Rapid City, S. Dak.	23	69	72	85	90	92	103	106	106	102	96	79	75	106
Red Bluff, Cal.	33	77	82	86	95	110	110	115	114	106	97	88	76	115
St. Louis, Mo.	40	74	84	90	91	94	102	107	106	102	91	82	74	107
St. Paul, Minn.	38	81	61	83	87	94	98	104	100	96	87	74	68	104
Salt Lake City, Utah	36	60	68	77	85	93	101	102	101	93	88	74	61	102
San Antonio, Tex.	33	87	90	97	99	104	105	108	108	103	99	89	86	108
San Francisco, Cal.	39	78	80	88	97	100	98	92	101	94	83	72	61	101
Santa Fe, N. Mex.	37	76	75	82	84	89	92	96	97	90	85	77	65	97
Sault Ste. Marie, Mich.	22	46	46	64	77	90	93	97	90	91	80	67	48	97
Seattle, Wash.	17	61	67	75	85	90	96	95	92	87	81	68	62	96
Shreveport, La.	37	83	82	90	96	101	104	107	110	101	95	86	79	110
Spokane, Wash.	29	65	69	74	87	95	98	103	104	98	86	70	67	104
Springfield, Ill.	31	73	72	91	89	95	101	107	100	99	91	77	67	107
Springfield, Mo.	23	75	84	92	89	96	98	106	102	102	90	79	74	106
Tampa, Fla.	20	82	86	92	90	94	95	96	96	94	93	87	83	96
Vicksburg, Miss.	38	82	83	88	92	97	101	100	100	98	94	86	79	101
Walla Walla, Wash.	25	67	69	79	92	106	105	111	113	100	87	78	65	113
Washington, D. C.	40	76	78	83	93	96	102	103	101	104	92	80	73	104
Williston, N. Dak.	32	82	88	73	92	101	107	106	107	101	95	71	59	107
Wilmington, N. C.	40	80	81	94	90	97	100	108	99	96	92	83	78	108
Winnemucca, Nev.	31	59	69	82	83	98	98	104	102	94	87	78	66	104

NORMAL TEMPERATURE: MONTHLY AND ANNUAL MEANS AT SPECIFIED STATIONS.¹

[Source: The Weather Bureau, Department of Agriculture.]

Station.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
Abilene, Tex.	43	45	55	64	72	78	82	81	74	64	53	45	63
Albany, N. Y.	23	24	33	46	59	68	72	75	68	50	38	28	50
Almarillo, Tex.	34	37	45	55	64	72	78	75	68	58	44	36	56
Atlanta, Ga.	42	45	52	61	70	78	78	76	72	62	52	45	61
Bismarck, N. Dak.	7	8	22	43	55	64	70	68	57	44	26	15	40
Boise, Idaho	29	34	42	50	58	66	73	71	63	50	40	32	51
Boston, Mass.	27	28	35	45	57	66	71	69	63	52	41	32	49
Buffalo, N. Y.	25	24	31	42	54	65	70	69	63	52	39	30	47
Charlotte, N. C.	40	44	51	59	68	76	79	77	71	61	50	43	60
Chicago, Ill.	24	25	34	46	56	66	72	71	65	53	39	29	48
Cleveland, Ohio	26	27	34	46	56	66	72	70	64	53	40	31	49
Denver, Colo.	29	31	39	48	57	66	72	70	63	51	39	32	50
Des Moines, Iowa	20	24	36	51	62	70	76	73	65	53	37	26	48
Dodge, Kans.	27	31	42	54	64	73	78	76	68	55	43	32	53
Dubuque, Iowa	18	22	33	49	61	70	78	72	64	53	41	34	48
Duluth, Minn.	10	14	24	39	49	58	66	65	57	45	33	18	39
Eastport, Me.	20	21	29	38	47	54	60	60	55	47	37	25	41
El Paso, Tex.	44	49	56	64	72	80	80	79	72	62	51	45	68
Fresno, Cal.	45	49	55	61	68	76	82	81	74	65	55	47	69
Galveston, Tex.	53	56	62	68	75	81	83	83	79	72	63	56	75
Green Bay, Wis.	15	17	27	41	54	65	70	67	59	47	32	21	43
Harrisburg, Pa.	29	30	38	48	57	66	74	72	65	54	42	33	52
Harro Mont.	14	15	27	41	54	62	68	67	58	44	31	21	42
Helena, Mont.	20	22	31	41	52	61	67	66	56	44	33	23	43
Huron, S. Dak.	10	13	27	45	57	67	72	69	60	45	27	16	43
Indianapolis, Ind.	28	31	40	52	63	72	76	74	67	55	42	33	52
Jacksonville, Fla.	54	57	62	68	74	79	81	80	77	70	61	55	74
Jupiter, Fla.	54	56	60	72	76	81	82	81	77	72	66	60	74
Kansas City, Mo.	30	30	41	54	64	73	78	76	68	56	42	32	53
Knoxville, Tenn.	41	41	48	57	66	73	78	75	69	58	47	40	67
Lander, Wyo.	12	22	31	42	52	61	66	66	55	44	29	19	43
Little Rock, Ark.	41	44	53	63	70	77	81	79	73	63	53	44	62
Los Angeles, Cal.	54	55	57	68	72	77	79	72	70	65	60	56	62
Louisville, Ky.	34	37	45	55	67	75	79	76	70	58	46	38	57
Lynchburg, Va.	36	38	45	55	65	74	77	75	68	57	45	38	56
Montgomery, Ala.	48	51	58	65	74	79	81	80	76	66	56	49	64
New Orleans, La.	58	56	62	68	74	80	81	81	78	70	61	54	68
New York, N. Y.	30	31	38	48	59	68	74	72	66	56	44	34	52
Northford, Vt.	15	17	26	40	54	63	67	65	55	44	32	26	41
North Platte, Nebr.	21	25	35	49	59	68	74	73	63	50	35	27	45
Oklahoma, Okla.	35	38	49	60	68	76	80	78	72	61	48	39	59
Omaha, Nebr.	20	24	35	50	62	72	76	74	66	54	38	27	50
Oswego, N. Y.	24	24	31	43	55	64	70	69	63	51	39	29	47
Palestine, Tex.	46	51	58	66	72	78	82	80	75	66	57	49	64
Parkersburg, W. Va.	31	34	42	53	63	72	76	73	66	56	43	35	54
Phoenix, Ariz.	50	54	60	67	75	84	90	89	81	70	59	52	69
Port Huron, Mich.	22	22	30	43	54	64	69	67	61	50	37	27	45
Portland, Oreg.	39	41	48	51	57	61	65	66	61	53	46	41	53
Rapid City, S. Dak.	22	24	32	44	54	64	70	69	59	47	34	26	45
Red Bluff, Cal.	45	49	54	59	66	76	82	81	74	64	53	46	62
St. Joe, Mo.	31	34	44	56	66	75	79	77	70	58	43	36	54
St. Paul, Minn.	19	16	28	46	58	67	72	70	60	48	31	19	44
Salt Lake City, Utah	29	33	41	50	58	66	76	76	65	52	40	32	52
San Antonio, Tex.	51	54	62	69	75	80	82	82	77	69	59	53	68
San Francisco, Cal.	50	51	53	64	66	67	67	68	69	58	50	51	55
San Jose, N. Mex.	28	32	39	48	57	66	69	67	61	50	38	30	49
San Jose, Calif.	13	13	21	36	48	58	62	61	54	43	31	20	39
San Jose, N. Mex.	39	40	44	49	55	60	64	63	58	51	41	31	51
Shreveport, La.	46	50	58	66	73	80	82	81	76	66	56	47	64
Spokane, Wash.	27	30	39	48	56	63	69	68	59	47	34	27	45
Springfield, Ill.	26	29	39	52	64	72	76	74	66	55	44	36	53
Springfield, Mo.	31	34	44	56	65	73	76	75	69	57	44	36	55
Tulsa, Okla.	57	61	66	71	76	79	80	80	78	78	65	60	79
Victoria, B. C.	47	51	58	65	73	78	80	80	75	65	56	49	65
Waco, Texas	33	36	44	53	61	68	74	74	65	54	43	36	53
Washington, D. C.	33	34	42	53	64	73	77	74	68	57	45	36	55
Wilmington, N. Dak.	6	8	22	40	54	64	69	68	60	51	25	14	39
Wilmington, N. C.	46	48	54	60	69	76	79	78	73	64	54	47	63
Winnipeg, Man.	29	33	40	47	54	63	72	71	60	51	38	31	49

¹ The figures cover the 33-year period, 1873 to 1905, inclusive. Those for stations not having that length of record have been corrected accordingly.

PRECIPITATION: NORMAL MONTHLY AND ANNUAL AT SPECIFIED STATIONS.¹

[Source: The Weather Bureau, Department of Agriculture.]

Station.	January	February	March	April	May	June	July	August	September	October	November	December	Annual
Abilene, Tex.	0.9	1.1	1.4	2.2	3.7	3.9	2.4	2.0	2.1	2.3	1.2	1.1	24.7
Albany, N. Y.	2.8	2.8	2.7	2.4	2.0	2.0	2.0	4.0	2.2	2.0	2.8	2.6	28.4
Amarillo, Tex.	.6	.9	.8	1.7	2.7	2.9	2.2	2.8	2.4	1.7	1.3	.6	22.6
Atlanta, Ga.	6.3	4.6	4.8	3.6	3.1	3.9	4.7	4.5	3.5	2.3	2.4	4.6	49.4
Bismarck, N. Dak.	.5	.3	1.0	1.9	2.5	2.5	2.1	2.0	1.2	1.0	.7	.6	17.6
Boise, Idaho	1.9	1.4	1.4	1.3	1.3	.9	.2	.2	.4	1.3	.9	1.7	12.7
Boston, Mass.	2.3	3.4	4.1	3.6	2.6	2.0	2.4	4.0	3.2	3.9	4.1	2.4	42.4
Buffalo, N. Y.	2.3	2.8	2.6	2.4	2.1	2.1	2.4	2.0	3.2	3.5	2.4	2.4	27.3
Charlotte, N. C.	4.3	4.4	4.6	3.4	2.9	4.5	3.6	3.2	3.2	2.9	2.9	2.9	40.3
Chicago, Ill.	2.0	2.2	2.6	2.9	2.4	3.7	3.6	2.9	3.0	2.6	2.5	2.1	32.3
Cleveland, Ohio	2.4	2.6	2.8	2.3	2.2	2.7	2.6	3.2	3.2	2.7	2.8	2.6	35.0
Denver, Colo.	.4	.6	1.0	2.2	2.5	1.8	1.6	1.3	.9	1.0	.5	.6	14.0
Des Moines, Iowa	1.2	1.1	1.5	2.0	4.6	5.0	3.9	3.8	2.1	2.7	1.5	1.3	32.4
Dodge, Kans.	.5	.7	.9	1.9	2.9	3.3	2.4	2.6	1.8	1.4	.6	.6	20.8
Dubuque, Iowa	1.8	1.4	2.2	2.9	4.3	4.6	4.3	3.0	2.6	2.7	1.8	1.7	34.0
Duluth, Minn.	1.0	1.0	1.6	2.1	2.5	4.5	2.6	3.8	2.6	2.7	1.6	1.3	29.9
Eastport, Me.	2.8	2.6	4.3	2.9	2.8	3.2	3.4	3.3	3.0	2.8	4.1	4.0	42.3
El Paso, Tex.	.3	.5	.4	.2	.4	.6	2.1	1.7	1.4	1.0	.6	.5	9.8
Fresno, Cal.	1.8	1.3	1.5	.7	.6	.1	.0	.0	.3	.7	1.0	1.6	9.7
Galveston, Tex.	2.6	2.1	2.9	3.1	3.2	4.6	4.0	5.0	5.4	4.2	4.0	2.7	47.1
Green Bay, Wis.	1.7	1.6	2.4	2.4	2.6	2.6	2.5	2.1	2.1	2.4	2.0	1.8	21.1
Harrisburg, Pa.	2.3	2.7	3.1	2.5	2.7	2.6	3.9	4.2	2.8	3.0	2.4	2.6	27.3
Havre, Mont.	.7	.5	.5	1.0	2.1	2.8	1.9	1.3	1.0	.8	.8	.6	12.7
Helena, Mont.	.9	.7	.7	1.1	2.0	2.1	1.1	.7	1.1	.8	.7	.8	12.6
Huron, S. Dak.	.5	.4	1.0	2.6	2.9	3.6	2.9	2.6	1.7	1.3	.6	.6	21.1
Indianapolis, Ind.	2.3	2.1	4.0	2.5	2.9	4.3	4.1	3.3	3.0	2.8	2.5	2.0	41.5
Jacksonville, Fla.	3.1	2.4	2.5	2.7	4.2	5.5	5.2	6.2	5.0	5.1	2.2	2.0	53.2
Jupiter, Fla.	2.0	2.0	2.1	2.6	4.6	6.9	5.4	5.8	9.5	9.5	3.0	2.9	60.2
Kansas City, Mo.	1.1	1.6	2.8	3.3	3.1	4.7	4.8	4.6	3.8	2.3	1.8	1.4	27.4
Knoxville, Tenn.	2.0	4.9	4.6	4.5	3.7	4.3	4.2	4.0	2.8	2.6	3.6	4.3	49.4
Lander, Wyo.	.4	.6	1.6	2.5	2.9	1.1	.9	.8	1.0	1.0	.6	.7	12.9
Lit. & Rock, Ark.	4.8	4.2	4.9	4.5	5.1	4.1	4.0	3.6	3.3	2.6	4.6	4.3	49.9
Los Angeles, Cal.	2.8	2.9	2.0	1.1	.5	.1	.0	.0	.1	.8	1.5	2.9	15.8
Louisville, Ky.	2.9	2.8	4.3	4.1	3.6	4.2	2.7	3.5	2.6	2.6	4.2	3.7	44.3
Lynchburg, Va.	2.7	3.5	3.8	3.2	4.0	3.9	4.0	4.2	3.6	3.4	2.8	3.3	43.4
Montgomery, Ala.	2.1	2.5	4.4	4.3	3.8	4.2	4.7	4.2	2.9	2.4	3.1	4.5	51.3
New Orleans, La.	4.6	4.8	5.3	4.9	3.9	5.2	5.6	5.6	4.8	2.9	3.5	4.5	57.6
New York, N. Y.	3.8	2.7	4.1	3.3	3.2	3.3	4.6	4.5	2.9	2.7	2.4	3.4	44.6
Northfield, Vt.	2.6	2.3	2.8	2.1	2.5	1.2	2.7	2.9	2.8	2.6	2.6	2.7	23.8
North Platte, Nebr.	.6	.4	.9	2.2	3.1	3.2	2.7	2.8	1.6	1.2	.4	.5	18.9
Oklahoma City, Okla.	1.3	1.0	2.4	2.8	5.6	3.1	2.6	3.2	2.8	1.8	2.2	1.7	21.7
Omaha, Nebr.	.6	.8	1.4	2.0	4.6	5.0	4.3	3.6	3.0	2.4	1.1	.9	20.7
Oswego, N. Y.	2.3	2.6	2.8	2.3	2.8	3.4	2.3	2.7	2.8	3.3	2.4	2.6	26.2
Palestine, Tex.	2.9	2.4	2.5	4.1	4.9	4.0	3.0	2.3	3.2	3.6	3.6	2.7	42.0
Parkersburg, W. Va.	2.3	2.2	2.8	2.9	3.5	4.6	4.7	3.5	2.7	2.4	2.8	2.9	40.2
Phoenix, Ariz.	1.3	.7	.5	.4	(*)	.1	1.1	1.0	1.0	.4	1.0	.6	7.9
Port Huron, Mich.	1.9	2.3	2.4	2.1	3.2	3.2	2.7	2.6	2.7	2.7	2.7	2.2	30.6
Portland, Oreg.	6.5	5.7	5.2	3.0	2.4	1.8	.5	.6	1.8	2.7	5.5	7.3	45.1
Rapid City, S. Dak.	.4	.8	1.0	2.3	2.9	2.6	2.6	2.1	1.3	1.1	.5	.5	18.7
Red Bluff, Cal.	2.9	2.6	2.8	1.8	1.2	.8	.0	(*)	.8	1.6	3.2	4.5	25.0
St. Louis, Mo.	2.3	2.6	2.4	3.5	4.2	4.5	2.4	2.7	2.9	2.4	2.9	2.2	37.2
St. Paul, Minn.	.9	.8	1.8	2.3	3.6	4.4	2.4	3.5	2.4	2.3	1.3	1.1	29.7
Salt Lake City, Utah	1.4	1.4	2.0	2.3	.0	.6	.5	.6	.8	1.4	1.4	1.3	16.0
San Antonio, Tex.	1.7	1.3	1.7	2.9	.0	3.1	2.2	2.7	2.9	1.8	1.8	1.6	29.8
San Francisco, Cal.	4.2	2.7	3.1	1.9	.6	.2	(*)	.0	.3	1.3	2.5	4.3	22.3
Santa Fe, N. Mex.	.6	.8	.7	.9	1.1	1.0	2.7	2.4	1.8	1.1	.8	.8	14.5
Sault Ste. Marie, Mich.	2.2	1.4	1.8	2.1	3.2	2.8	2.8	3.1	2.6	3.3	2.9	2.3	31.4
Seattle, Wash.	4.5	3.9	3.6	2.7	2.3	1.7	.7	.5	1.9	2.9	5.9	6.0	36.6
Shreveport, La.	4.4	3.6	4.5	4.6	4.2	3.6	2.7	2.2	3.2	3.2	4.1	4.4	45.7
Spokane, Wash.	2.3	1.9	1.6	1.3	1.6	1.6	.7	.5	1.0	1.5	2.3	2.6	18.6
Springfield, Ill.	2.2	2.8	3.1	2.3	4.5	4.3	2.9	2.8	2.4	2.6	2.7	2.4	37.0
Springfield, Mo.	2.7	2.3	4.1	2.9	5.6	5.2	4.8	4.3	3.8	2.8	2.6	2.7	44.6
Tampa, Fla.	2.8	3.3	2.8	1.8	2.9	5.3	3.4	5.6	7.4	3.0	1.7	2.0	53.1
Vicksburg, Miss.	5.7	4.6	5.2	5.2	4.3	4.5	4.4	3.5	3.3	2.8	4.2	3.0	53.7
Walla Walla, Wash.	2.0	1.6	1.9	1.7	1.8	1.2	.4	.4	.9	1.5	2.1	2.1	17.7
Washington, D. C.	2.4	2.4	2.8	3.2	3.8	4.2	4.6	4.4	2.6	3.1	3.7	3.2	42.6
Wichita, Kan.	.6	.5	.7	1.2	2.3	3.6	2.0	1.3	.9	.8	.6	.7	15.1
Wilmington, N. C.	2.5	3.4	2.6	2.9	4.0	5.5	7.0	6.5	5.3	3.7	2.4	2.1	51.0
Winnipeg, Minn.	1.0	.9	1.0	.9	1.0	.6	.2	.2	.3	.5	.7	1.0	8.4

¹ The figures represent inches and cover the 30-year period, 1871 to 1900, inclusive. Stations not having that length of record have been corrected accordingly.

(*) Indicates trace of precipitation.

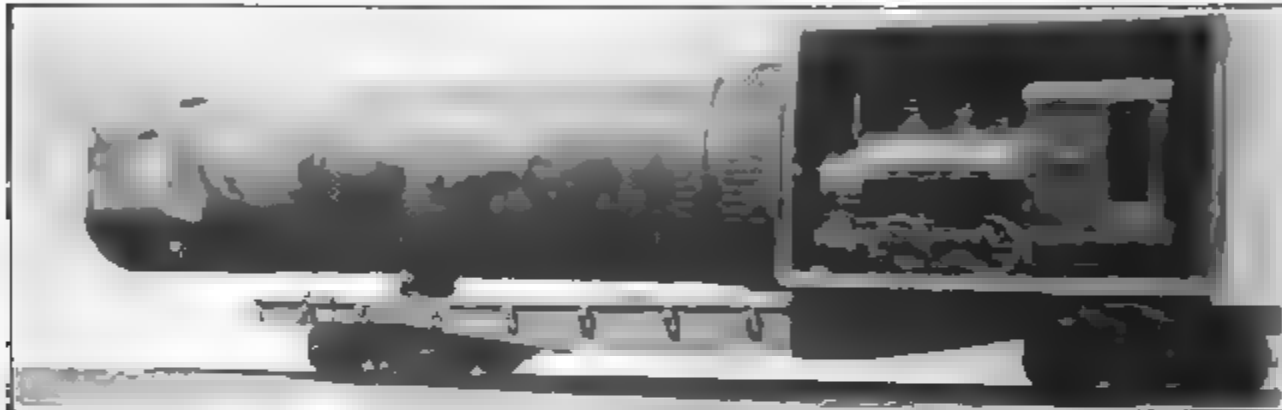
WHEN STARS ARE ADDED TO OUR FLAG.

We have met the opinion that a star was added immediately upon the proclamation of the President that a State was admitted to the Union. To make certain of the fact we referred the question to the Librarian of the War Department and have received from him a reference to the law upon the subject. It is found in U. S. Statutes at Large, 3:415, act of April 4, 1818, and enacts that the star for a new state shall be added to the flag upon the fourth of July succeeding the admission of

the state. In accordance with this law two stars have been added to the flag on July 4, 1912, making 48 stars. They have been placed in six rows of eight stars each. The last states to be admitted to the Union were Arizona and New Mexico. Their Statehood bill was signed by the President on August 21, 1911, subject to certain changes in their constitutions. The proclamation of the President has been made admitting these states and their stars became part of the flag on July 4, 1912.

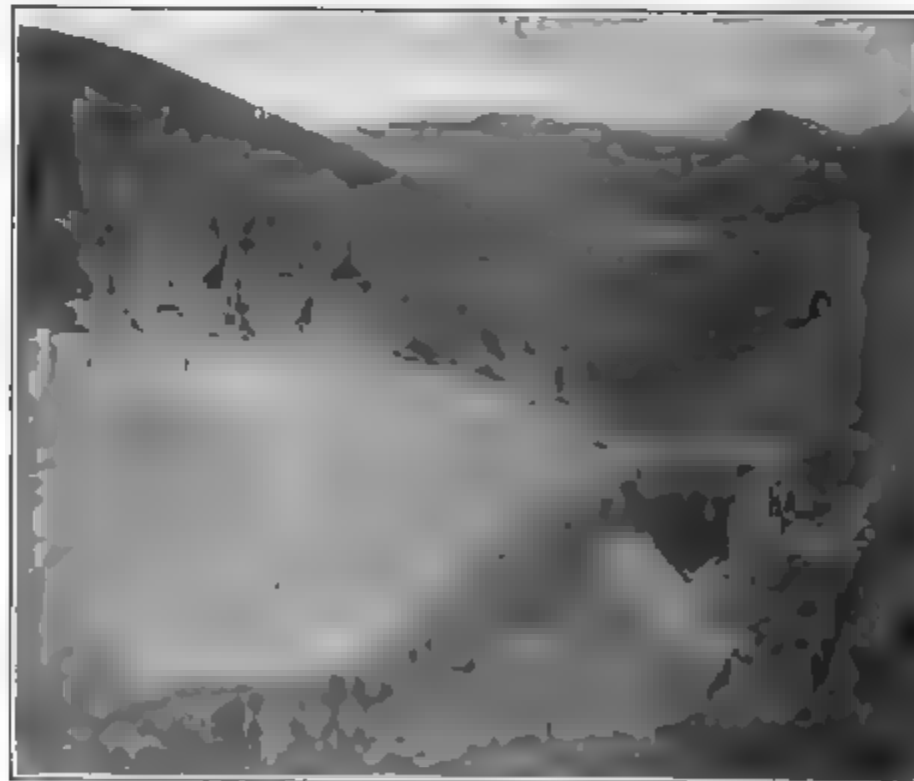
DIMENSIONS OF PRINCIPAL DOMES.

	Diameter.		Height.			Diameter.		Height.	
Pantheon, Rome, Italy.	142	ft.	143	ft.	St. Sophia, Constanti-	116	ft.	201	ft.
Cathedral, Florence....	139	"	310	"	nople.....				
St. Peter's, Rome. . . .	139	"	330	"	Baths of Caracalla,	112	"	116	"
Capitol, Washington,					(Ancient Rome)...				
U. S. A.	124 1/4	"	307 1/2	"	St. Paul's, London. .	112	"	215	"



BOILER OF MOST POWERFUL LOCOMOTIVE IN THE WORLD.

This locomotive can haul 155 loaded 50-ton capacity freight cars at 10 miles per hour. It has 16 driving wheels. Locomotive and tender weigh 752,000 pounds. The firebox is large enough to hold a Dinkey switching locomotive. Built for the Virginian Ry. Co.



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THE ROOSEVELT DAM.

CHAPTER IV.

MACHINE ELEMENTS AND MECHANICAL MOVEMENTS

MACHINE ELEMENTS

The Machine Elements or Powers are the Lever and the Inclined Plane. Every machine when analyzed is found to be made up of these elements, either singly or in combination; for example, pulleys, gear wheels, etc., are forms of levers, while screws, cams, etc., are forms of inclined planes.

There are four distinct types of levers, as shown in our illustration.

1st. The Common Lever, consisting of a straight inflexible bar movable on a fulcrum. The section of the bar extending from the fulcrum to the point where the power is applied is called the Power Arm, and the section extending from the fulcrum to the point where the weight is applied is called the Weight Arm.

2d. The Angular or Bell Crank Lever. This is distinguished from the Common Lever in having its power arms disposed at an angle to the weight arms.

3d. The Wheel and Axle, or Revolving Lever. A wheel and axle or two concentric wheels take the place of the power and weight arms. The weight is attached to a rope coiled on one of the wheels, and the power is attached to a rope coiled on the other wheel. The relation of this lever to the common lever is indicated by the dotted lines, and it will be evident that this relation remains constant even when the wheels are revolving.

4th. The Pulley. Another type of revolving lever, but differing from the wheel and axle type in that a single wheel is used and the fulcrum is not necessarily always at the center of the wheel.

Each of these types of the simple lever is capable of three different arrangements usually termed "Orders." In the First Order the fulcrum lies between the weight and the power. In the Second Order the weight lies between the fulcrum and the power. In the Third Order the power lies between the fulcrum and the weight. The second order gives the longest power arm relative to the weight arm, and consequently is the most powerful lever of the three. The formulæ for determining the amount of power required to balance a given weight, are given at the bottom of the illustration. In measuring the arms of the angular levers the measurements should not be taken along the length of the arms, but in the horizontal plane as shown, because this measurement represents the true theoretical length of the lever arm. As the lever is moved about the fulcrum, the ratio of the power arm to the weight arm changes as indicated by dotted lines in the first order of angular levers, because the arm that is approaching the horizontal plane is increasing in length, while the other which is moving toward the vertical plane is decreasing in

length. The same is true in a modified form of the second and third orders of angular levers.

In the case of the pulleys the power and weight arms bear a definite relation to each other. No matter what their size may be, the power arm will always be of the same length as the weight arm in pulleys of the first order, consequently the power must be equal to the weight in order to keep the lever in equilibrium. In pulleys of the second order the power arm will be twice the length of the weight arm, consequently the power must be equal to half of the weight in order to keep the lever in equilibrium; and in pulleys of the third order the power arm will be half the length of the weight arm, consequently the power must equal twice the weight in order to maintain the equilibrium of the lever.

The compound levers consist of two or more simple levers of the same or different orders coupled together, either for the purposes of convenience or to increase the power.

Of the two compound common levers illustrated, Figure 1 shows two common levers of the first order coupled together, and Figure 2 represents a common lever of the first order coupled to a common lever of the second order.

The compound revolving lever illustrated is a combination of a wheel and axle of the second order, operating a pulley of the second order. This compound lever is also called a "Chinese windlass," owing to its early use by the Chinese for lifting heavy weights, such as draw-bridges, etc.

The compound pulleys or tackle shown are various combinations of pulleys of the same or different orders. As in the case of the simple pulleys, the weight and power arms bear a constant relation to each other, and it is therefore possible to give the numerical value of the power in terms of the weight, or *vice versa*, afforded by the different types of tackle, regardless of the size of the individual pulleys they comprise. The following simple formula is applicable to all tackle in which a continuous length of rope is used, as in Figures 1, 2, and 3: *Power equals weight divided by the number of rope parts supporting the weight.* In Figure 3, for instance, there are five such parts, not counting of course the part on which the power is applied. Figures 4 to 9 are all rather complex, owing to the fact that the power is transmitted to the weight through one or more movable pulley blocks connected by separate ropes. Figures 4 and 5 show tackle arrangements called Spanish burtons. A general formula, applicable to any number

of pulleys arranged as in Fig. 6, is $P = \frac{W}{2^n - 1}$,

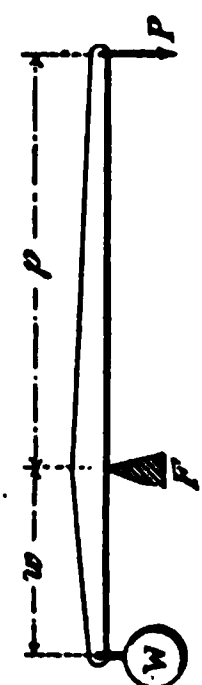
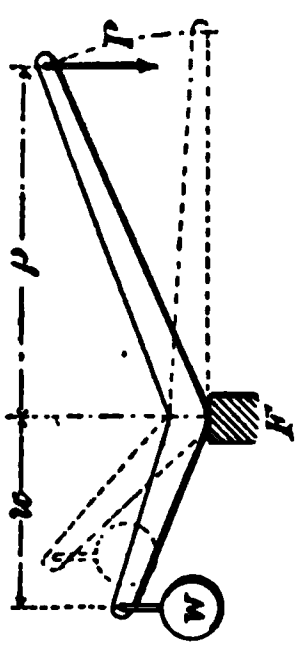
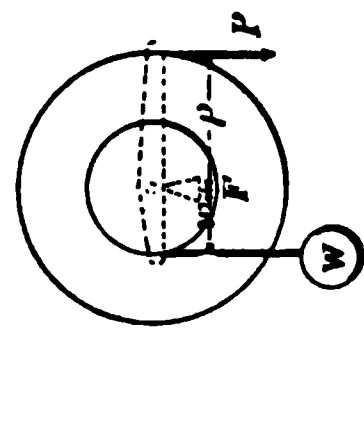
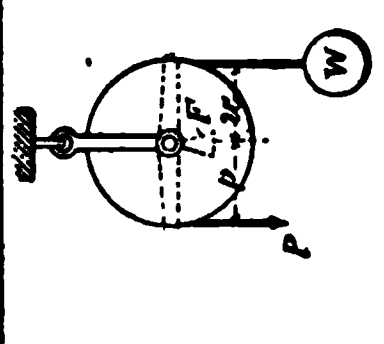
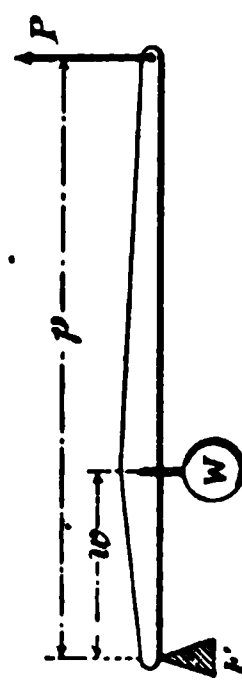
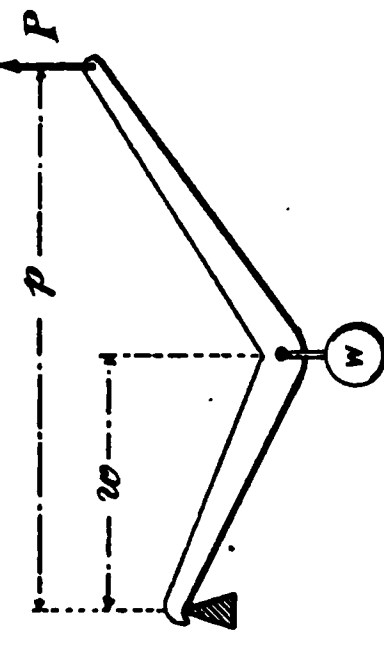
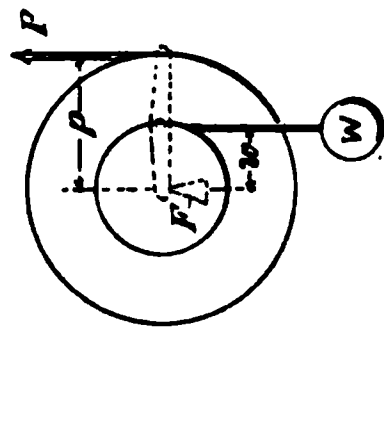
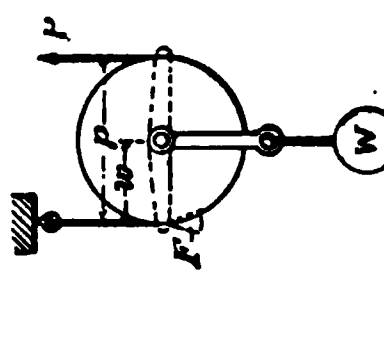
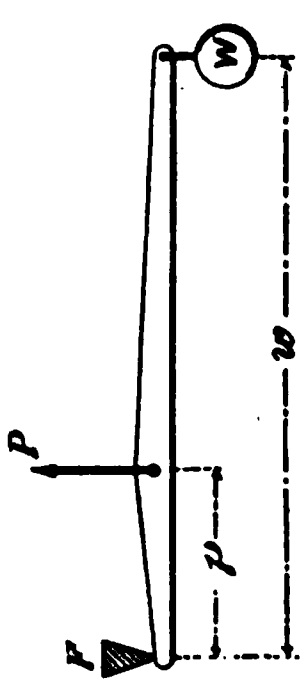
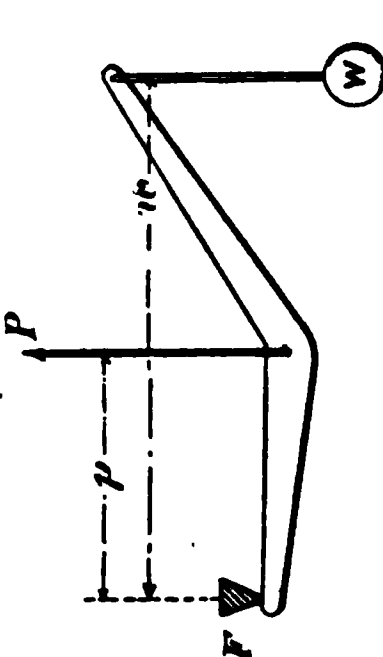
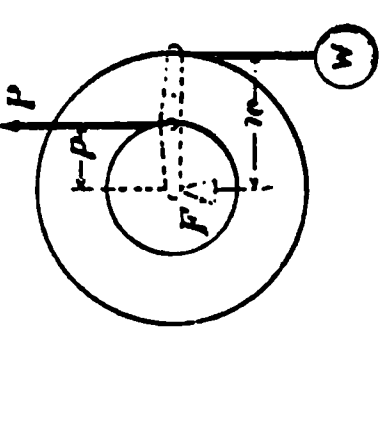
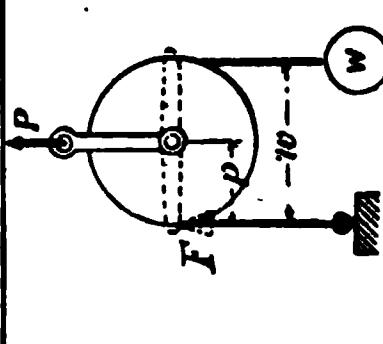
LEVERS

COMMON LEVERS

ANGULAR OR BELLCRANK LEVERS

WHEEL & AXLE & REVOLVING LEVERS

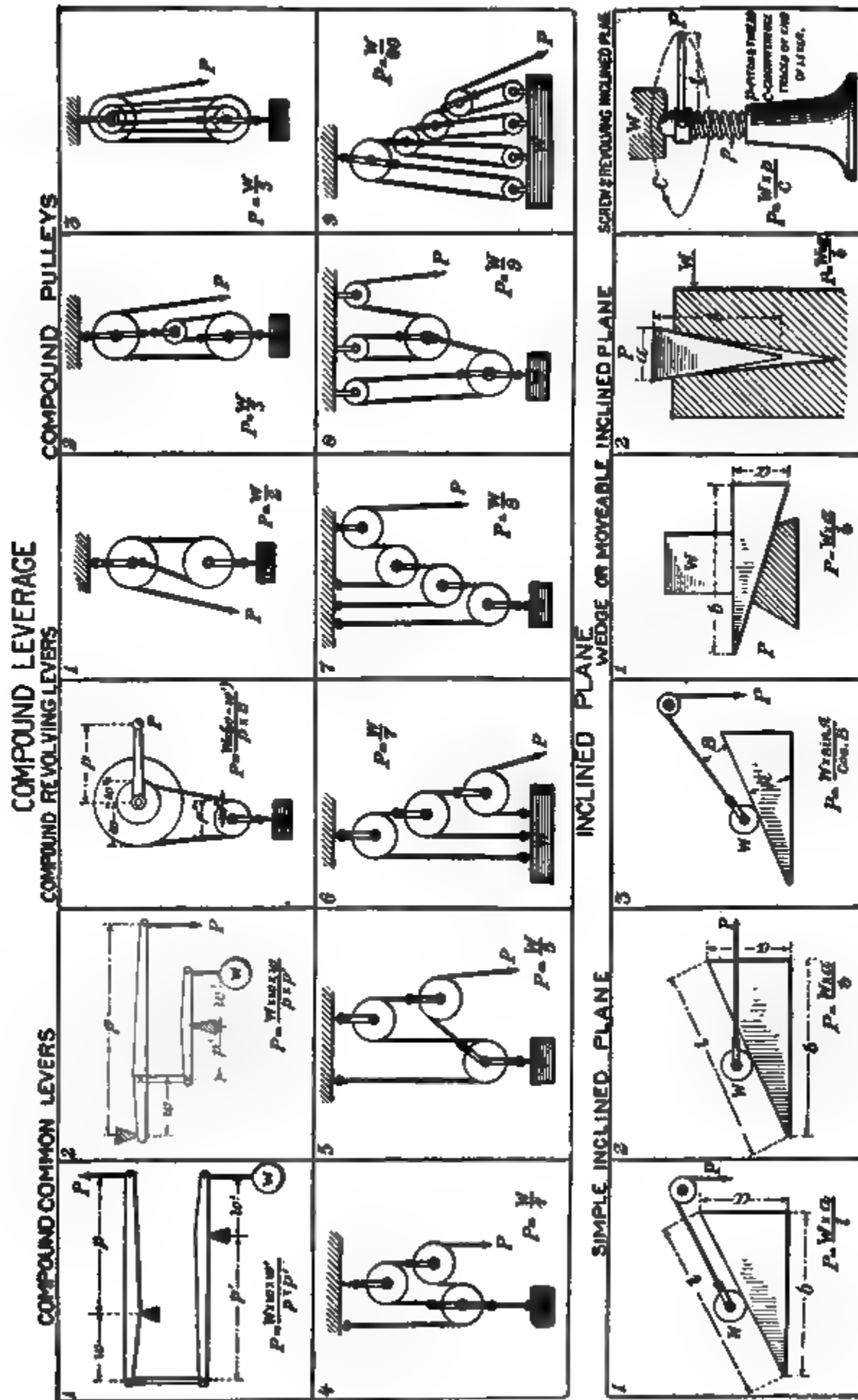
PULLEYS

 <p>1st. ORDER</p>			
 <p>2nd. ORDER</p>			
 <p>3rd. ORDER</p>			

P=POWER W=WEIGHT F=FULCRUM p=POWER ARM AND w=WEIGHT ARM $P = \frac{W \cdot w}{p}$ AND $W = \frac{P \cdot p}{w}$

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MACHINE ELEMENTS I.



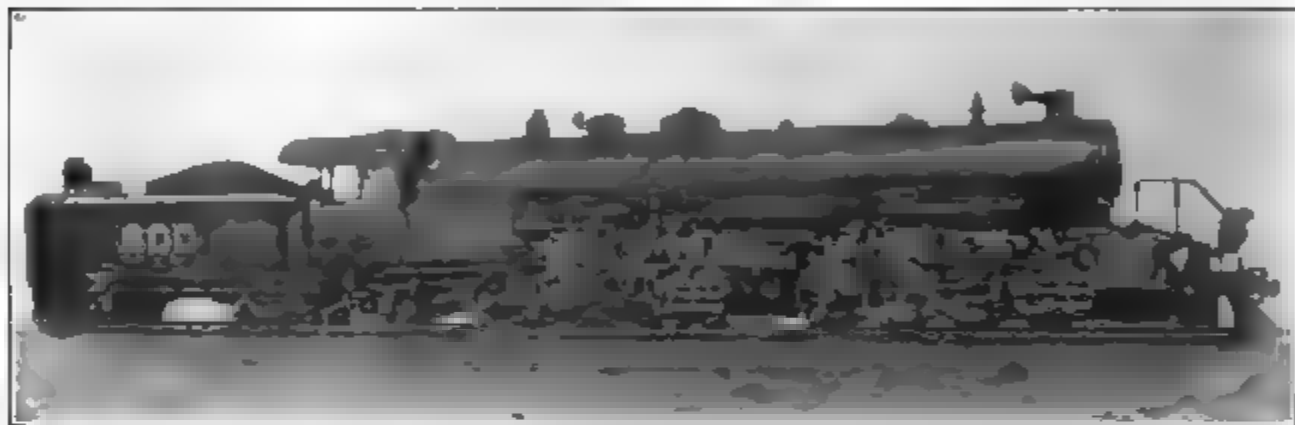
in which P represents the power, W the weight, and n the number of ropes used. The general formula for the arrangement shown in Figure 7 is $P = \frac{W}{2^n}$. The general formula for the arrangement shown in Figure 8 is $P = \frac{W}{3^n}$. The general formula for the arrangement shown in Figure 9 is $P = \frac{W}{3^n - 1}$.

There are three general classes of inclined planes, the simple inclined plane, the wedge or movable inclined plane, and the screw or revolving inclined plane. There are three general types of simple inclined planes, as illustrated. 1st. That in which the power acts in a direction parallel with the inclined face of the inclined plane. 2d. That in

which the power acts parallel with the base of the inclined plane. 3d. That in which the power acts at an angle both to the face and to the base of the inclined plane. The formulae for determining the mechanical advantage secured by the different forms of inclined planes are given in the illustration. In the third type of inclined plane the relation of power to weight changes as the weight is drawn up the plane, owing to the fact that the angle B becomes gradually larger.

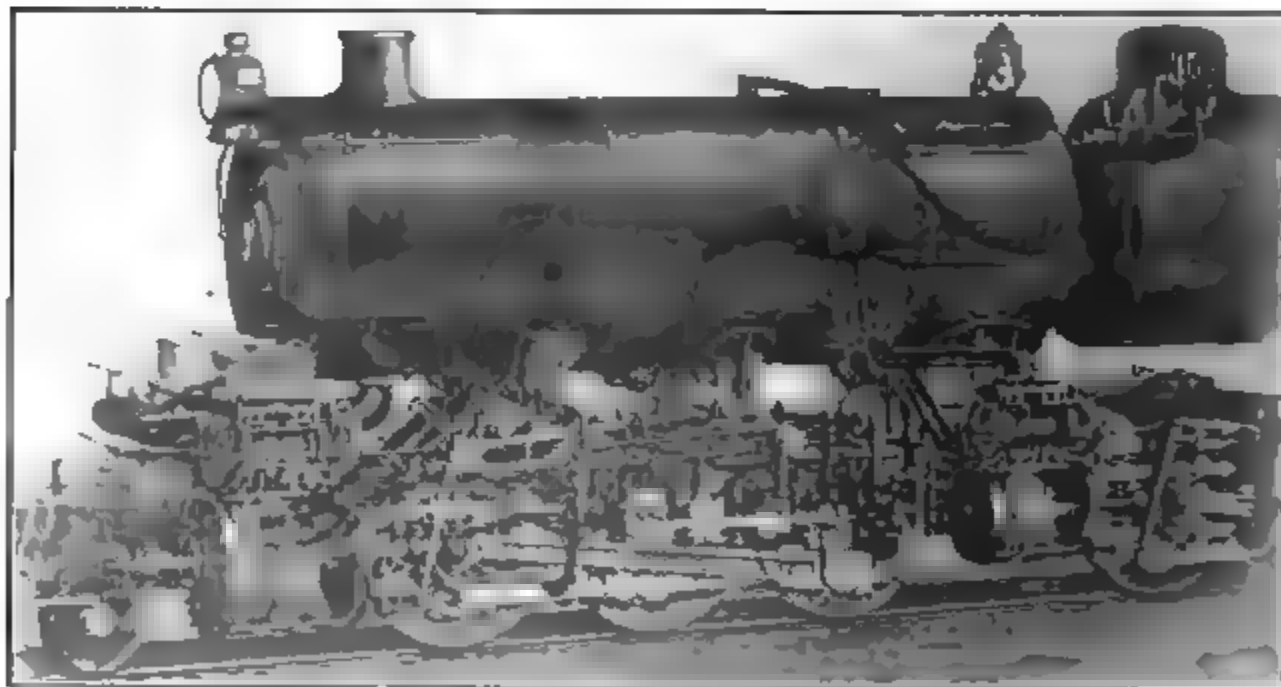
There are two types of wedges, the single wedge and the double wedge. The latter is the more common type.

Under revolving inclined planes we have the screw together with the cam (not illustrated here), which are more commonly used in machinery than any other type of inclined plane.



MALLET ARTICULATED LOCOMOTIVE FOR THE VIRGINIAN RY. CO.

This is a fine type of locomotive. It develops a tractive force of 97,200 pounds, and is capable of hauling a train of twenty cars, weighing 78 tons each, with a caboose, up a compensated grade of two and seven hundredths per cent. The boiler is of the separable type with a feed-water heater in the front section. This locomotive is capable of traversing 22° curves.



PIPING ARRANGEMENT OF BALDWIN MALLET LOCOMOTIVE.

Note flue leading through feed-water heater.

MECHANICAL MOVEMENTS

TOOTHED GEAR.

1. **SPUR GEARS.**—The ordinary form of toothed-wheel. The smaller of two intermeshing gear-wheels whether a spur- or bevel-wheel is called a Pinion.

2. **GEAR WITH MORTISED TEETH.**—This is what is ordinarily known as a Cog-wheel among machinists. The wheel is ordinarily made of iron and the teeth of wood.

3. **STEP GEAR.**—The face of this gear is divided into sections with the teeth of the different sections arranged in steps; that is, one in advance of the other. Step gear-wheels are useful in heavy machinery, as they give a practically continuous bearing between the intermeshing teeth of the gear-wheels.

4. **OBLIQUE TOOTHED GEAR.**—The teeth are cut diagonally across the working face of the wheel so as to give the gear-wheel a side thrust. In a double oblique toothed-gear, usually called a V-toothed gear, the thrust in one direction is neutralized by an equal thrust in the opposite direction. As in the stepped-gear it gives a continuous bearing of the teeth.

5. **INTERNAL OR ANNULAR GEAR.**—The teeth are formed on the inner periphery of a ring. This type of gear is used in heavy machinery, because it offers a greater hold for the teeth of the driving pinion. There is less sliding friction between the teeth than in the usual outside spur-gear and pinion.

6. **STAR WHEEL GEARS.**—The teeth are so formed as to permit an appreciable separation of the gear-wheels without preventing them from properly meshing one with the other. These gears are used on wringing machines, etc.

7. **ELLIPTICAL GEARS.**—Due to their elliptical form, while the driving-gear rotates at constant speed, the other gear will be rotated at a variable speed. That is, its motion will first be accelerated and then retarded. They are used in some machines to produce a slow powerful stroke followed by a quick return.

8. **ANGULAR GEARS.**—These gears have a rectangular form and, as in the elliptical gears, they serve to transform uniform rotary movement into variable rotary movement. However, this movement is more jerky than that produced by elliptical gears. Angular gears are very seldom used.

9. **LANTERN GEAR.**—The teeth consist of pins which lie parallel with the axis of the gear-wheel, and are secured at their ends in two disks or gear heads. The pins are so spaced as to mesh with the teeth of a spur-gear. The lantern-gear permits limited sliding movement of the spur-gear along its axis. It can be very cheaply made, but is used chiefly for light work, such as clock mechanism, etc.

10. **CROWN GEAR.**—The teeth project perpendicularly from a side face of the wheel instead of lying in the plane of the wheel. When in mesh with the teeth of a spur-gear or a lantern-gear, it forms a cheap method of transmitting power from one shaft to another lying at right angles thereto. Crown gears are useful for light work, and were common in old clock mechanisms. They used to be known as *Contrate* wheels.

11. **BEVEL GEARS.**—The ordinary gear for transmitting power from one shaft to another at an angle thereto. When the wheels are of the same size and operate on shafts, lying at an angle of 45 degrees, one with the other, they are called Miter gears.

12. **WORM OR SCREW GEAR.**—An endless screw engages a spur-gear with spirally disposed teeth. The screw is called a worm, and the spur-gear a worm-wheel. A much diminished but very powerful motion is communicated from the worm to the worm-wheel. It is used in heavy machinery.

13. **CURVED WORM GEAR.**—The working face of the worm is curved so that a number of teeth will be in mesh with the worm-wheel, thus giving greater strength. It is a difficult matter to cut the thread of this worm correctly owing to its varying pitch. The gear is called the saw-tooth gear when the teeth and thread are V-shaped, as illustrated.

14. **SPIRAL OR HELICAL GEARS.**—The teeth are spirally disposed on the working faces of the wheels so that they will transmit motion to shafts lying at right angles one with the other.

15. **SKEW GEARS.**—The gears rotate on shafts which lie in different planes and at an angle with each other. The drawing shows a skew spur-gear meshing with a bevel-gear. The same term would apply to two bevel gears lying in different planes and at angles to each other.

16. **RACK AND PINION.**—A spur-gear engages a toothed bar. Rectilinear motion is by this mechanism transformed to rotary motion or vice versa. It is quite common in heavy machinery to find a worm meshing with and driving a rack.

17. **SPHERICAL OR GLOBOID GEAR.**—A spiral thread is cut on a spherical body and meshes with the spiral teeth of the spur pinion. The latter is so mounted that it may be swung to different positions on the spherical gear, without varying its speed of rotation.

18. **GEAR WITH ROLLER TEETH.**—The teeth project from the flat face of the wheel, and consist of pins carrying rollers. This construction is used to reduce friction.

19. **PIN WHEEL.**—The flat face of the gear is studded with pins which are adapted to

mesh with slots formed in the edge of a pinion. The pinion is so mounted that it can be moved toward or from the center of the pin wheel to vary its speed of rotation. When the pinion is moved past the center of the pin wheel its direction of rotation is reversed.

30. SPIRAL HOOP GEAR.—A spiral thread is formed on the flat face of the wheel and then meshes with a worm-wheel. The latter is moved forward one tooth at each complete rotation of the spiral hoop. This gives a powerful drive, though, of course, at a greatly diminished speed.

31. INTERMITTENT GEAR OR GENEVA STOP.—The driving-wheel is provided with a single tooth adapted to engage one of a series of notches in the other wheel. At each complete rotation of the driving-wheel the other wheel is moved forward one notch but no more, due to the concave space between the notches which fits closely against the circumference of the other wheel. In the Geneva stop one of these spaces is formed with a convex outline, as illustrated. When this space is reached both wheels are prevented from further rotation forward. The Geneva stop is used on watches to prevent winding up the main spring too tightly.

32. INTERMITTENT BEVEL GEAR OR MITT- LATED GEAR.—The teeth are formed only at intervals on the face of the gears. The space between the teeth in the driving-gear is convex, and that between the teeth in the other gear is concave, so that when the teeth are not in mesh with each other these convex and concave portions fit into each other and prevent the driven gear from moving forward under its own momentum.

33. VARIABLE GEARS.—The gear wheels are made up of gear sectors of different radial length, which produce suddenly varying motions of the driven gear due to the varying leverage between the wheels. The segments are arranged on different planes so as not to interfere one with the other.

34. SCROLL GEARS.—The gears have a scroll form which produces a gradually increasing or decreasing speed during each rotation. These gears are also called cam gears.

35. ELLIPTICAL BEVEL GEARS.—They produce variable motion of a shaft lying at right angles to the driving shaft. This gear is used on bicycles to give increased power on the downstroke of the pedal and a quick movement on the return.

36. VARIABLE PIN WHEEL.—A cone is provided with pins arranged spirally thereon, and these mesh with teeth formed on the other cone. When one cone is rotated at a constant speed the other moves with a gradually increasing or decreasing speed during each rotation.

37. CAM-TOOTHED PINION.—The pinion consists of two oppositely disposed heart-shaped teeth, mounted side by side, on a shaft. The gear-wheel with which they mesh has teeth alternately arranged on opposite side faces. Due to the form of the pinion teeth, the gear-wheel is locked after being moved forward by one tooth until the other tooth comes into mesh with a tooth on the other face of the wheel.

38. BEVEL SCROLL GEAR.—The gear-wheel consists of a bevel spiral scroll which meshes with a bevel pinion. As the spiral scroll

rotates it causes the pinion to slide forward on its shaft, and thus varies its speed.

FRICITION GEAR.

39. FLAT-FACED FRICITION GEAR.—A common type of friction gear. The wheels are usually faced with rubber or leather to increase the frictional hold between the wheels. One of the wheels is journaled in bearings which can be adjusted toward the other wheel so as to increase the frictional engagement.

40. GROOVED FRICITION GEAR.—The faces of the wheels are grooved so as to increase the bearing surface. The best results are obtained by pressing the wheels but slightly into engagement with each other, as this produces little loss of power by friction.

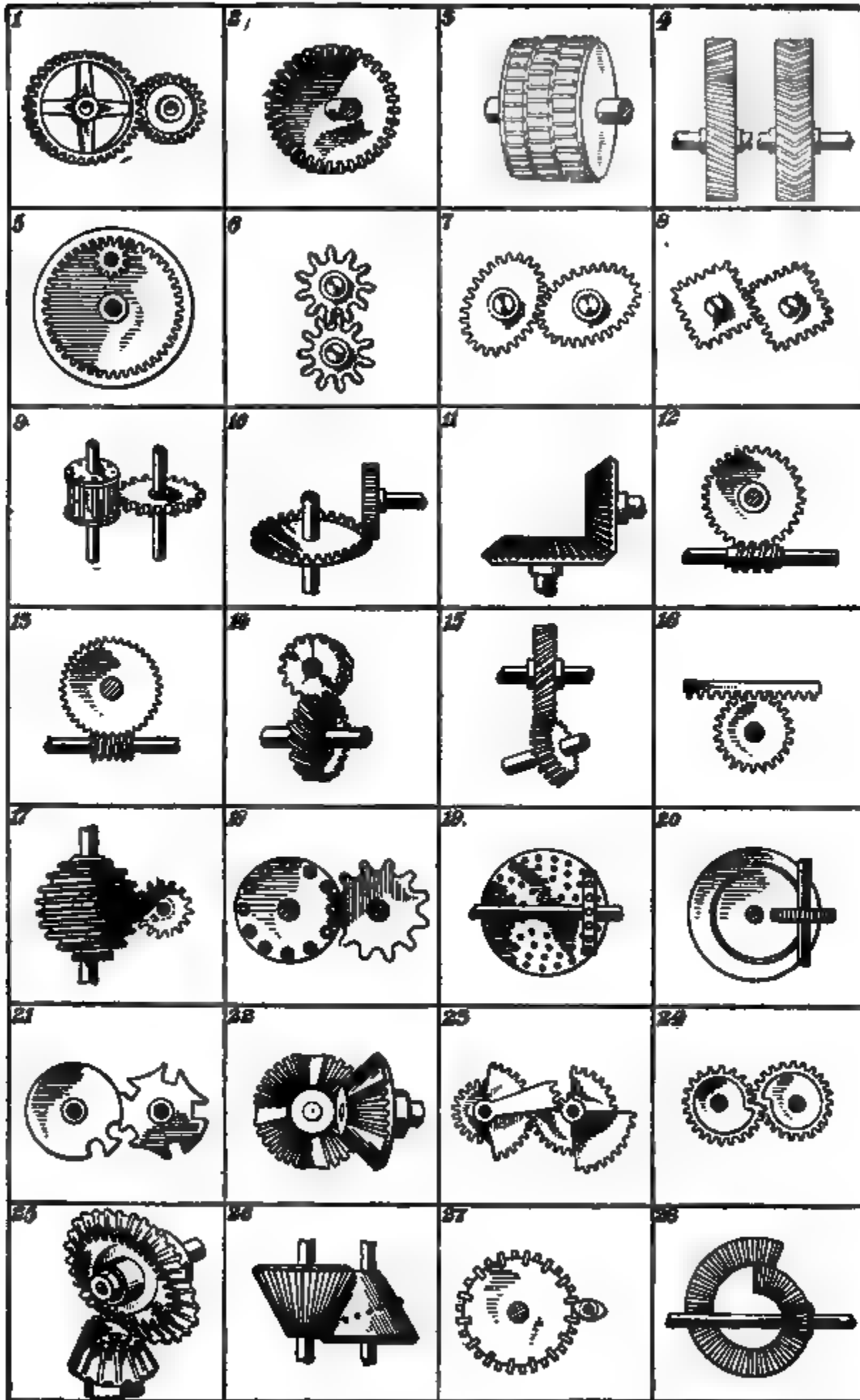
41. ADJUSTABLE FRICITION PINION.—The pinion is formed of a disk of rubber or other flexible material held between two washers. When these washers are tightened together they press out the rubber between them, crowding it into closer contact with the V-groove of the gear with which it engages.

42. BEVELLED FRICITION GEAR.—Two cone frustums are used to convey motion from one shaft to another at right angles thereto.

43. FRICITION DRIVE.—The drums have concave faces which permit them to transmit motion one to the other while lying at an acute angle with each other.

44. TO 49. VARIABLE SPEED FRICITION GEAR.—44, a pinion, engages the flat face of the friction disk. Variable motion is produced by moving the pinion across the face of the disk. When the center of the disk is reached no motion is transmitted. Beyond the center the direction of motion transmitted is reversed. 45. Motion is transmitted from one friction disk to another lying parallel, but not in alignment therewith, through an intermediary pinion. This pinion can be moved vertically to engage different points on the faces of the disks, thus produce any desired speed of motion transmitted. 46. Two friction disks are so arranged that one can be moved through an angle bringing different portions of its surface into contact with the face of the other disk. In this manner the speed of motion transmitted is varied. 47. As used in sewing machines. 48. Two friction disks are each provided with a spiral groove. Motion is transmitted from one disk to the other by a friction pinion which engages the grooves. 49. Two friction disks, and an arrangement for rotating to engage different portions of the surfaces of the concavities, thus varying the speed transmitted.

50. A friction cone is engaged by a pinion which is swung about a center to engage different points on the face of the cone. 51. Two cones with concave faces are mounted on shafts running at right angles to each other. Motion is transmitted from one cone to the other through a friction pinion mounted to revolve so as to engage different points on the faces of the cones. 52. Two friction cones are mounted on parallel shafts, and between them runs a friction pinion having two faces, one engaging the upper cone and the other engaging the lower cone. This provides a broad bearing surface. The pinion may be moved to different positions along the faces of the cones, and thereby produce changes in the speed.



CHAIN GEAR.

41. **SPROCKET WHEEL.**—The wheel is provided with teeth adapted to fit in between the links of a chain. The chain may be of the ordinary oval welded link type or of the flat riveted type used on bicycles.

42. **LINK-BELT WHEEL.**—The chain is made up of square links which are engaged by ratchet-shaped teeth on the chain wheel.

43. **POCKET WHEEL.**—The wheel is formed with pockets into which the links of the chain are adapted to fit.

44. **SIDE-TOOTHED WHEEL.**—The wheel is formed with two sets of teeth between which the chain travels. The teeth bear against the ends of the outer links of the chain.

45. **SIDE AND CENTER TOOTHED CHAIN WHEEL.**—This wheel is similar to that shown in Fig. 44, but has in addition a row of teeth along the center which bear against the center link of the chain.

46. **TOOTHED-LINK CHAIN AND WHEEL.**—The links are formed with projecting teeth which fit into notches on the rim of the chain wheel.

47. **"SILENT" CHAIN AND WHEEL.**—This is a special type of chain in which each link is formed with a tooth at each end. The teeth of adjacent links coast to completely fill the spaces between the teeth of the chain wheel. The construction is such as to produce a noiseless operation of the chain gear even at high speeds.

48. **DETACHABLE TOOTHED-LINK BELT AND WHEEL.**—Each link is formed with a tooth, which meshes with the teeth of the chain wheel. The construction of each link is such that it may be readily slipped into or out of engagement with the next link of the chain.

ROPE GEAR.

49. **V-PULLEY.**—The ordinary type of pulley for round ropes or cables. Owing to the V-shaped construction of the pulley groove, the rope wedges tightly into engagement with the pulley.

50. **PULLEY WITH FLEXIBLE FILLING.**—In order to secure frictional engagement of the cable with this pulley, the pulley groove is provided with rubber, leather, wooden, or other filling.

51. **PULLEY WITH RIBBED GROOVE.**—In this construction of pulley the required grip is produced by forming ribs in the bottom of a pulley groove.

52. **PULLEY WITH GRIPPING LUGS.**—The flanges of this pulley are formed with lugs which kink the rope or cable as shown, thus producing the required grip.

53. **ROPE SPROCKET-WHEEL.**—An old form of rope gear used in hoists and the like.

54 and 55. **GRIPPING PULLEYS.**—Gripping arms are provided which grip the cable at the point where the cable presses into the pulley. In 54 the gripping arms are wedged inward by the side walls of the pulley groove when pressed downward by the cable. These arms are normally held up by coil springs. In 55 the cable is gripped by the toggle movement of hinged clips placed at intervals along the periphery of the pulley.

56. **CABLE SPROCKET-WHEEL.**—The cable is provided with clamps which enter sockets formed in the cable wheel. This is a form of cable gear commonly used at present in elevating and conveying machinery.

CLUTCHES.

57. **COMMON JAW CLUTCH.**—One member of the clutch is mounted to slide on a feathered shaft, and the other member which is connected with the machinery is normally stationary on this shaft. When the slidable member is moved forward the teeth on its forward edge intermesh with the teeth of the other member, setting the machinery in motion. The slidable member is moved forward by means of a forked lever which is hinged to a split collar mounted loosely between flanges on the clutch member.

58. **CLAW CLUTCH.**—The slidable member of the clutch consists of a body portion with two claw arms which, when moved forward, are adapted to engage opposite sides of a bar on the other member of the clutch.

59. **LEVER CLUTCH.**—The slidable member is provided with a lever loosely hinged to its forward end. The other member of the clutch consists of a disk formed with ratchet teeth on its face. These are engaged by the hinged arm when the shaft rotates in one direction, but the arm moves freely over them when rotated in the opposite direction.

60. **KNEE AND ROSE CLUTCH.**—A crank arm is attached to the slidable member of the clutch, and engages a pin on an arm loosely hinged to the opposite member of the clutch.

61. **RATCHET CLUTCH.**—The clutch members are formed with ratchet teeth, so that when the motion of the driving shaft is reversed, the members will be disengaged.

62. **PIN CLUTCH.**—The slidable member is provided with radial arms formed with pins at their outer ends which are adapted to enter sockets formed along the periphery of a disk on the opposite member of the clutch.

63. **FRICTION DISK CLUTCH.**—The two clutch members are each formed with disks preferably faced with rubber or leather, so that when pressed together their frictional engagement will cause a transmission of motion from the rotating disk to the other.

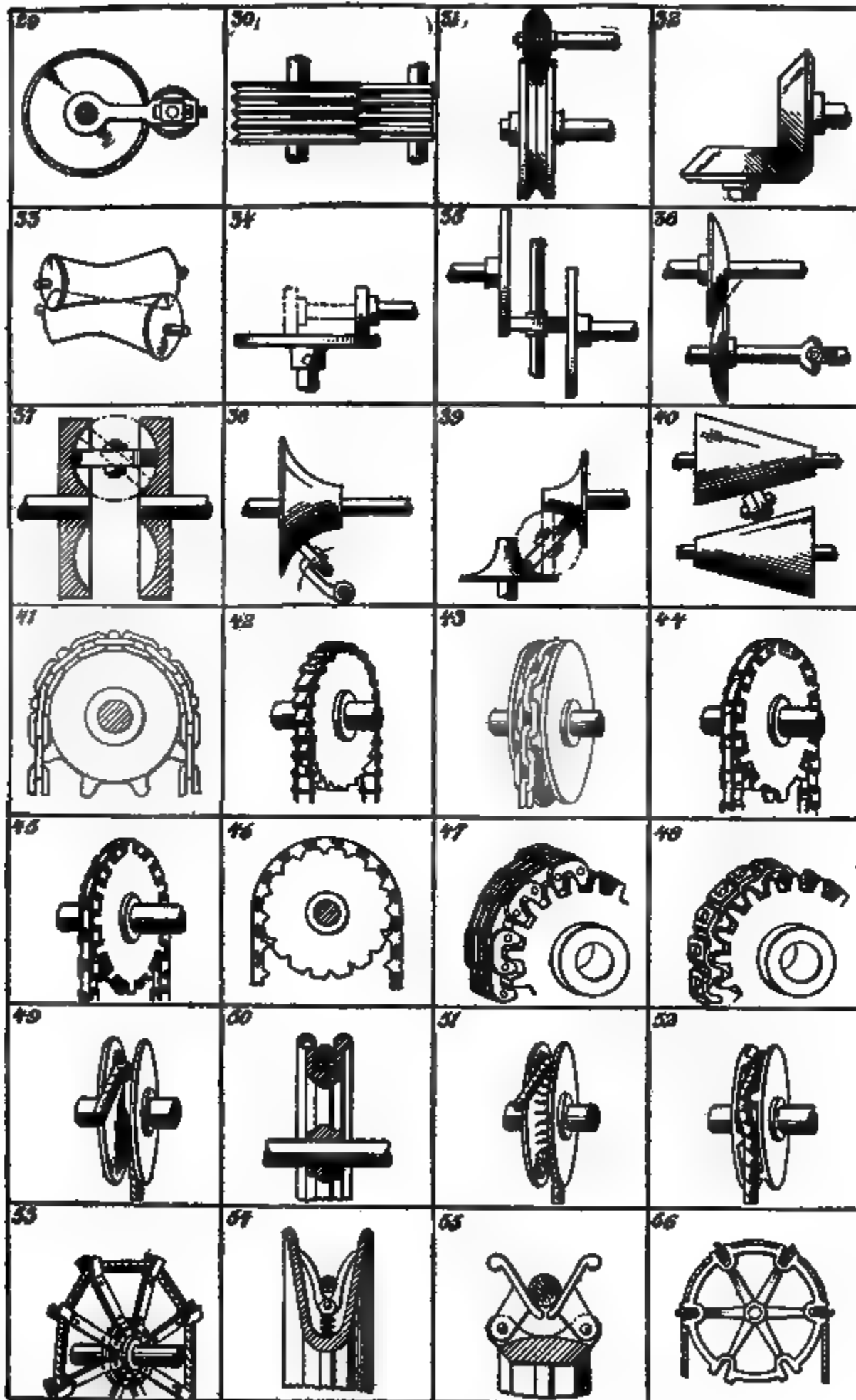
64. **FRICTION GROOVE CLUTCH.**—One of the clutch members is formed with a groove in its face to receive the lip of the other member which is cup-shaped. Both the lip and the side walls of the groove are slightly tapered to insure a close fit, even after the parts have been partly worn away by friction.

65. **STUD CLUTCH.**—Engagement between the two members of the clutch is effected by means of a stud on each disk adapted to enter a notch formed in the periphery of the opposing disk.

66. **FRICTION BAND CLUTCH.**—One member of the clutch consists of a pulley provided with a steel band which encircles and fits tightly on its periphery. The other member of the clutch consists of a lever provided with pins at its outer ends, which are adapted to engage the steel band. Since this band is not fastened to the pulley, any shock due to suddenly throwing the clutch members into engagement will be taken up by the steel band slipping on the face of the pulley.

67. **FRICTION CONE CLUTCH.**—The clutch is made up of two cones, one adapted to fit into the other. The frictional engagement causes one to drive the other.

68. **SELF-RELEASING CLUTCH.**—The clutch disks are provided with inclined teeth, so that in case the resistance to the driven shaft in-



creases beyond a certain degree, the clutch members will automatically move apart.

69. CAM CLUTCH.—One of the members is cup shaped, and within this the other member operates. The latter comprises a number of cam-shaped arms hinged to a body portion, and so arranged that when moved in one direction they will bind against the inner wall of the drum, but when moved in the opposite direction they will be automatically disengaged therefrom.

70. V-GROOVED CLUTCH.—The clutch disks are formed with annular V-grooves adapted to fit into each other, and thus increase the friction surface of the clutch members.

71. EXPANSION CLUTCH.—The slidable member is provided with a number of movable ring segments connected by radial arms to the main body of the clutch and adapted to bear against the inner surface of the drum or cup which constitutes the other member of the clutch. When the slidable member is moved forward, by reason of the toggle action of the radial arms, the segments are brought into frictional engagement with the other member of the clutch.

72. COIL-GRIP CLUTCH.—The movable member of the clutch is formed with a number of coils of steel in which there is a central conical opening. This is moved over the cone which constitutes the opposite member of the clutch, producing the required frictional engagement of the two members.

ANGLE SHAFT COUPLINGS AND UNIVERSAL JOINTS.

73. CRANK AND HINGED-PIN COUPLING.—A coupling for shafts which lie at an angle to each other. One shaft carries a hinged pin which fits into an opening in the outer end of a crank arm carried by the other shaft.

74. DOUBLE-SLEEVE ANGLE COUPLING.—Each shaft carries a crank arm provided with a pin at its outer end, which lies parallel with its respective shaft. The two pins enter a coupling device consisting of two sleeves integrally formed, but lying at an angle with each other which corresponds to the angle formed by the shafts. Through this double-sleeve coupling, motion is transmitted from one shaft to the other, the pins sliding back and forth in the sleeve openings.

75. CROSS-BAR ANGLE COUPLING.—This is used for coupling two parallel but offset shafts. Each shaft carries a yoke piece provided with sleeves at its outer ends. The coupling member is a cross-shaped piece, its arms fitting into the sleeves of the yoke pieces, and permitting the necessary lateral play as the shaft rotates. This form of coupling is also applicable to shafts which lie at an angle with each other.

76. PIN AND SLOT COUPLING.—A crank pin carried by one shaft engages a slot in a crank arm carried by the other shaft. The motion transmitted is variable, due to the fact that the leverage varies as the pin moves up and down in the slot.

77. RING-GIMBAL UNIVERSAL JOINT.—The ends of the shafts are provided with yoke members whose arms are pivoted to a ring-gimbal, the pivot pins of the two yoke pieces lying at right angles to each other. This coupling will communicate motion at any angle under 45 degs. For angles of over 45 degs. a double-link universal joint is used.

78. DOUBLE-LINK UNIVERSAL JOINT.—A link forked at each end is hinged to two rings, which are mounted in the yoke pieces on the ends of the shafts. In place of rings cross pieces such as shown in the illustration are often used.

79. HOOKE'S ANGULAR COUPLING.—The shafts are connected by two double links which are arranged in the form of a parallelogram. Intermediate of the shafts the links are connected with ball-and-socket joints.

80. BALL-AND-SOCKET UNIVERSAL JOINT.—Socket pieces are secured to the ends of the shafts, and these are provided with metal bands which encircle the ball that constitutes the coupling member. The bands enter grooves in the ball which lie at right angles to each other.

81. "ALMOND" ANGULAR COUPLING.—A side view of the coupling is shown at 1 and a plan view at 2. Between the shafts to be coupled is a fixed stud on which a bell crank is mounted to turn. The bell crank is permitted to slide axially on the stud. The bell crank is connected at the ends by ball-and-socket joints with links attached to the ends of the shafts. Now, as the power shaft rotates, rotary motion will be communicated to the other shaft through the bell crank, which will rock and also slide axially on the stud.

82. FLEXIBLE SHAFT.—Two shafts are connected by a flexible shaft consisting of a coil spring, or a metal tube in which a helical saw-slot has been cut. This flexible shaft will permit transmission of motion through a wide angular range.

83. LINKED FLEXIBLE SHAFT.—The flexible shaft is made up of a series of links coupled together with universal joints. A coil spring fits loosely over the links and prevents them from kinking. This spring in turn is covered with a flexible tube. The shaft will transmit motion about almost any curve or angle. It can be used for heavy work.

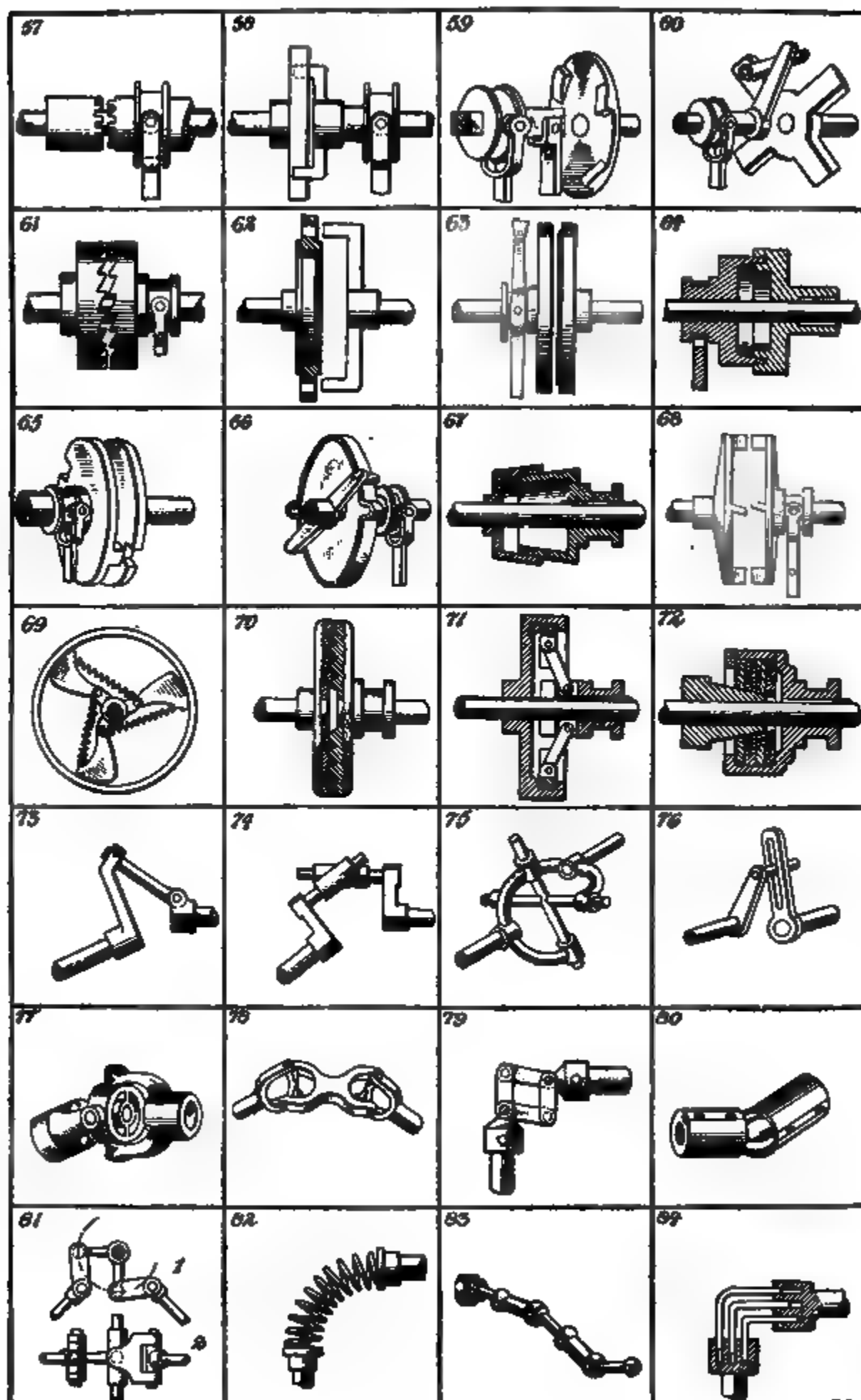
84. RIGHT-ANGLE COUPLING.—The ends of the shafts are formed with heads in which are drilled a number of sockets. A series of rods, each bent to form a right angle, enter these slots and form the coupling links between the shafts. As the shafts rotate these rods slide in and out of their sockets.

RATCHET MOVEMENTS.

85. The teeth of a ratchet wheel are engaged by a pawl hinged to a rocking arm. The ratchet wheel is rotated only on the forward stroke of the arm.

86. A rocking lever carries two pawls; one on each side of its fulcrum. The wheel is rotated both by the downward and the return stroke of the lever; for while one pawl is rotating the wheel, the other swings to position to take a new hold on the ratchet wheel. The rotation of the ratchet wheel is thus kept nearly constant.

87. A ratchet crown-wheel or rag-wheel is engaged by pawls depending from two arms loosely pivoted on the axle of the ratchet-wheel. These two arms are connected by links to a common power arm. Rectilinear reciprocating movement of the latter in the line of the arrow produces an almost constant rotation of the ratchet-wheel.



88. The action of this ratchet mechanism is very similar to that shown in Fig. 86, except that the pawls are hooked and ratchet-wheel is rotated by an alternating pulling rather than pushing action of the pawls.

89. This is a modification of the principle pictured in Fig. 88, and shows a rocking lever with two pawls hinged thereon engaging a ratchet rack.

90. Another modification of the principle shown in Fig. 88. The rocking lever is mounted on a fixed stud and is provided at the center with a pin which enters a slot in a ratchet bar. The latter is formed with ratchet teeth on its opposite edges which are engaged by hooked pawls pivoted on the rocking lever. These pawls are crossed, as shown, so that they will be kept by gravity in constant engagement with the ratchet teeth. Now, when the lever is rocked the pawls will alternately act to lift the ratchet bar.

91. A common construction used for rotating a ratchet-wheel against a spring resistance. A dog mounted on a fixed pivot drops by gravity or by spring pressure against the ratchet teeth and holds the wheel from turning while the pawl is being swung back for a fresh hold on the ratchet-wheel.

92. This shows the method of rotating an ordinary spur gear-wheel by means of a pawl. The pawl is provided with a tooth at its outer end which fits between the teeth of the gear. The pawl is hinged to the lower arm of the bell-crank lever mounted on the gear shaft. The operating lever also mounted on this shaft is permitted a certain amount of play between two pins on the shorter arm of the bell crank-lever. A rod connects the operating lever with the pawl. When the lever is raised it first lifts the pawl out of engagement with the gear, then, coming in contact with the upper pin on the bell crank-lever, it moves the pawl and bell crank back to the desired position. On lowering the operating lever the pawl is first brought into engagement with the gear and then the lower pin on the bell crank is encountered, and the gear is caused to rotate. This arrangement prevents wearing away of the teeth—a common defect in the ordinary type of ratchet mechanism.

93. The pawl is kept in contact with the ratchet-wheel by the weight of the lever on which it is formed. By pulling the rope attached to the end of the lever the pawl will be drawn out of engagement with the ratchet-wheel, and the latter will be turned by friction of the rope on the wheel hub.

94. A reversible spur-gear ratchet mechanism. Mounted on the shaft which carries the spur-gear is a bell crank-lever. This at one end carries a double-toothed pawl, one of which teeth meshes with the teeth of the gear. The pawl is so shaped that it will withdraw the tooth from engagement with the gear teeth on the return stroke of the lever. When it is desired to reverse the direction of rotation, the pawl is moved over to the position shown in dotted lines, bringing its other tooth into engagement with the gear teeth.

95. The ratchet-wheel is intermittently rotated by the oscillation of a lever which carries a spring-pressed pawl. On the up-

ward stroke the ratchet is turned by the pawl which is backed by a shoulder on the lever. On the return stroke a dog holds the ratchet-wheel from turning while the pawl snaps past.

96. Ratchet teeth are formed on a ball which rests in a socket formed at the end of a lever. A spring pawl on this lever engages the ratchet teeth at any position of the lever. This construction is useful for ratchet braces which have to be operated in inconvenient places.

97. A device for converting rotary motion into vibratory motion. A spring-pressed pin engages the teeth of a revolving crown-wheel ratchet, and is thereby caused to vibrate.

98. A device for converting reciprocating motion into intermittent rotary motion. The crown-wheel ratchet is intermittently rotated by a reciprocating lever carrying a pawl which engages the ratchet teeth.

99. Internal ratchet used on ratchet braces, etc. The drill spindle carries a number of spring-pressed pawls which bear against the internal ratchet teeth formed in the handle of the brace.

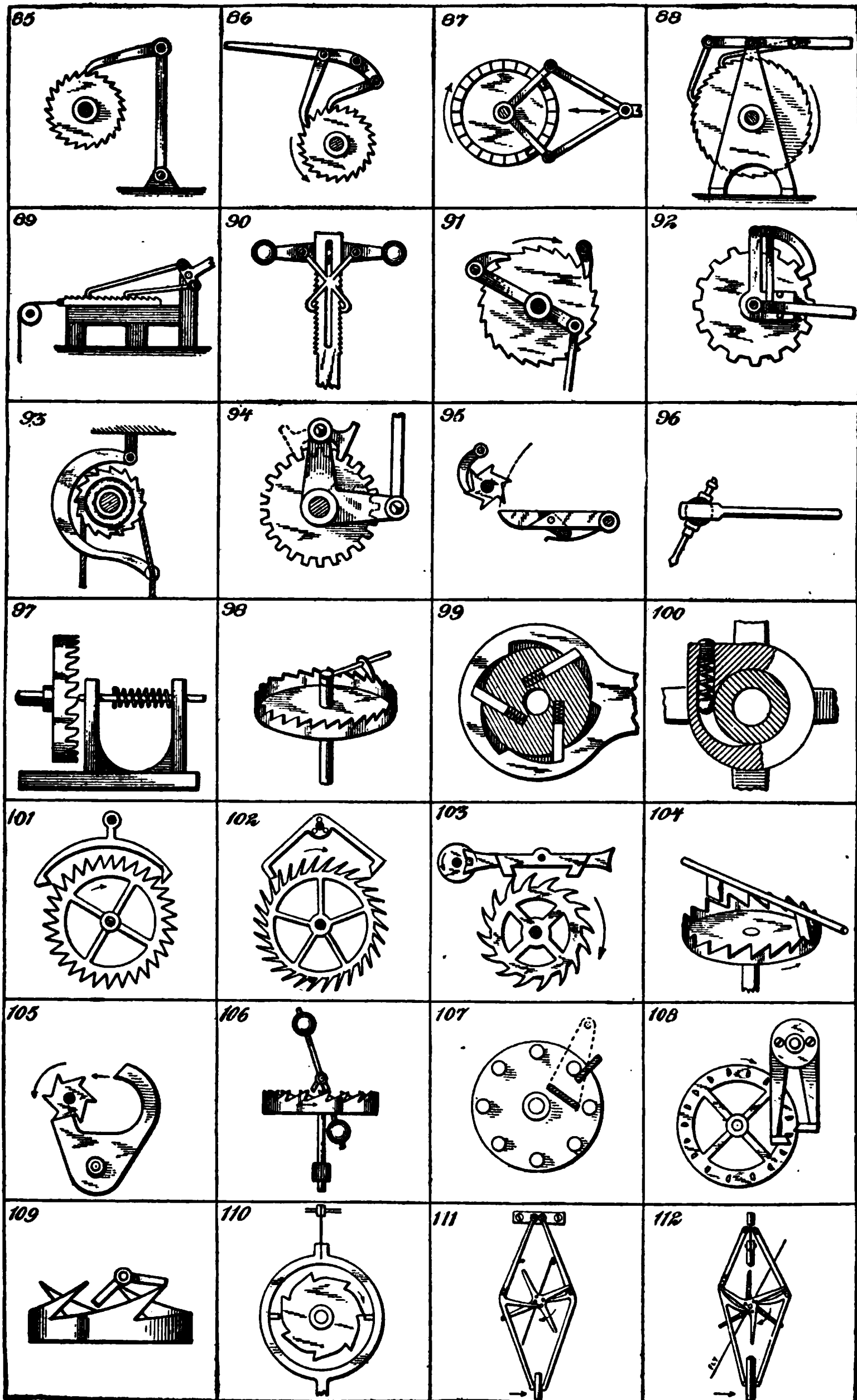
100. Ball ratchet device for lawn mowers, etc. In the hub of a wheel is a groove in which a ball is carried. A spring presses this ball down against a shaft on which the wheel turns. When the wheel rotates forward, the ball wedges in between the shaft and the groove, causing the shaft to turn with the wheel. When the direction of rotation is reversed, the ball is forced up against the spring, releasing the shaft.

ESCAPEMENTS.

101. RECOIL ESCAPEMENT.—This is a common form of escapement used on clocks. The pallets carried by the pendulum are so mounted that when a tooth of the escape wheel, which is driven by the clock-train, is just escaping from one of the pallets, another tooth falls on the other pallet near its point. As the pendulum swings on, however, the taper face of the pallet bearing against the tooth causes the escape wheel to turn slightly backward. As the pendulum swings back, it receives an impulse from the escape wheel which is greater by reason of this recoil. The principal value of the recoil, however, is to overcome any unevenness in the pressure exerted by the train, which might otherwise stop the clock.

102. DEAD-BEAT ESCAPEMENT.—A form of escapement used on the best clocks. The teeth of the escape wheel fall "dead" upon the pallets, that is, the pallets are so cut that as the pendulum continues to swing they slide on the teeth without turning the escape wheel backward. The ends of the pallets are formed with inclined faces, termed "impulse faces," against which the teeth of the escape wheel bear when giving impulse to the pendulum. The value of this escapement lies in the fact that it gives a very even beat of the pendulum even when there is a slight variation in the force exerted by the clock train.

103. LEVER ESCAPEMENT.—This is an escapement used on watches. The anchor on which the pallets are carried is secured to a lever, formed with a notch in one end. This notch is engaged by a pin on the arbor of the balance wheel. The teeth of the escape wheel alternately bear against the inclined faces of



the pallets and oscillate the lever, which turns the balance wheel alternately in opposite directions.

104. VERGE ESCAPEMENT.—A form of escapement used in old-fashioned watches. The escape wheel is a crown wheel, and its teeth, on opposite sides, are engaged by two pallets, carried on the shaft of the balance wheel. The escapement teeth, acting alternately on the pallets, lift and clear them, thus rocking the shaft and balance wheel, which governs the frequency of the escape.

105. STAR WHEEL ESCAPEMENT.—The escape has but few teeth and is, therefore, called a star wheel. The pallets act on teeth that lie diametrically opposite each other. This escapement has a dead-beat action.

106. CROWN TOOTH ESCAPEMENT.—An old form of recoil escapement, in which a crown escape wheel is used. The pallets are mounted to engage opposite sides of the wheel. This type is objectionable, owing to the fact that the pendulum must oscillate through a very wide angle in order to permit the teeth to escape from the pallets, which requires a greater pressure in the clock-train and heavier parts and produces greater friction on the pallets.

107. LANTERN WHEEL ESCAPEMENT.—An old-fashioned type of escapement, in which the escape wheel is a lantern wheel, and the pallets are two plates set at angles on a rocking arm.

108. PIN-WHEEL ESCAPEMENT.—A dead-beat escapement used in many of the best turret clocks. The escape wheel is formed with pins which drop on to the "dead" faces of the pallets, but give impulses to the pendulum by sliding off the inclined "impulse" faces of the pallets. It is found best in practice to cut the "dead" faces so as to give a very slight recoil.

109. OLD-FASHIONED CROWN WHEEL ESCAPEMENT.—This, in appearance, is quite similar to the escapement shown in Figure 106, but is different in action. The inclined faces of the teeth, which are very long, act to lift the pallets.

110. RING ESCAPEMENT.—A form of "dead-beat" escapement. The pallets are formed on the inside of the ring, within which the escape wheel turns.

111 and 112. GRAVITY ESCAPEMENTS.—A type of escapement in which the impulse from the escape wheel is not given directly to the pendulum, but through the medium of two weights, usually the arms on which the pallets are carried and which are alternately lifted by the escape wheel and dropped against the pendulum. Figure 111 shows the four-legged gravity escapement used on turret clocks. The escape wheel is formed with four legs or teeth, and carries eight pins, four on one face of the hub and four on the other. The pallet arms are pivoted as near as possible to the point from which the pendulum swings. The pallets which are formed on these arms are arranged to lie one on one side and the other on the other side of the escape wheel. The pallet arms are each provided with a stop piece against which the teeth of the escapement will alternately rest. In the illustration, a tooth of the escape wheel is resting against the stop on the right-hand arm. As the pendulum swings toward the right, the tooth will escape from the stop, permitting the wheel to rotate until it encounters the

stop on the left-hand arm, at the same time a pin on the wheel engages the end of the pallet at the left, and lifts the pallet arm. In the meantime the right-hand pallet arm swings with the pendulum to the end of its stroke, but falls with it on the return stroke until stopped by a pin on the escape wheel. It will be evident that the angle through which the pallet arm falls with the pendulum is greater than that through which it is lifted by the pendulum, and it is this difference in travel which gives impulse to the pendulum. Figure 112 shows a double, three-legged escapement which is used for very large clocks. Two three-legged escape wheels are used with three lifting pins held between them like the pins of a lantern wheel. The pallets operate between the wheels. A stop piece is placed on one of the pallet arms for the forward wheel, and the other arm carries a stop for the rear wheel. The teeth of one wheel are set 60 degrees in advance of the other. The action is similar to that of the four-legged escapement. A tooth of the forward wheel is shown resting on its stop. When this is released by the swinging pendulum, the wheels rotate, lifting the left-hand pallet until a tooth of the rear wheel engages its stop. The right pallet arm, however, continues to be lifted by the pendulum, and then falls with it, giving it impulse until arrested by a lifting pin, only to be lifted again when the pendulum releases the rear wheel from its stop.

GEARING.

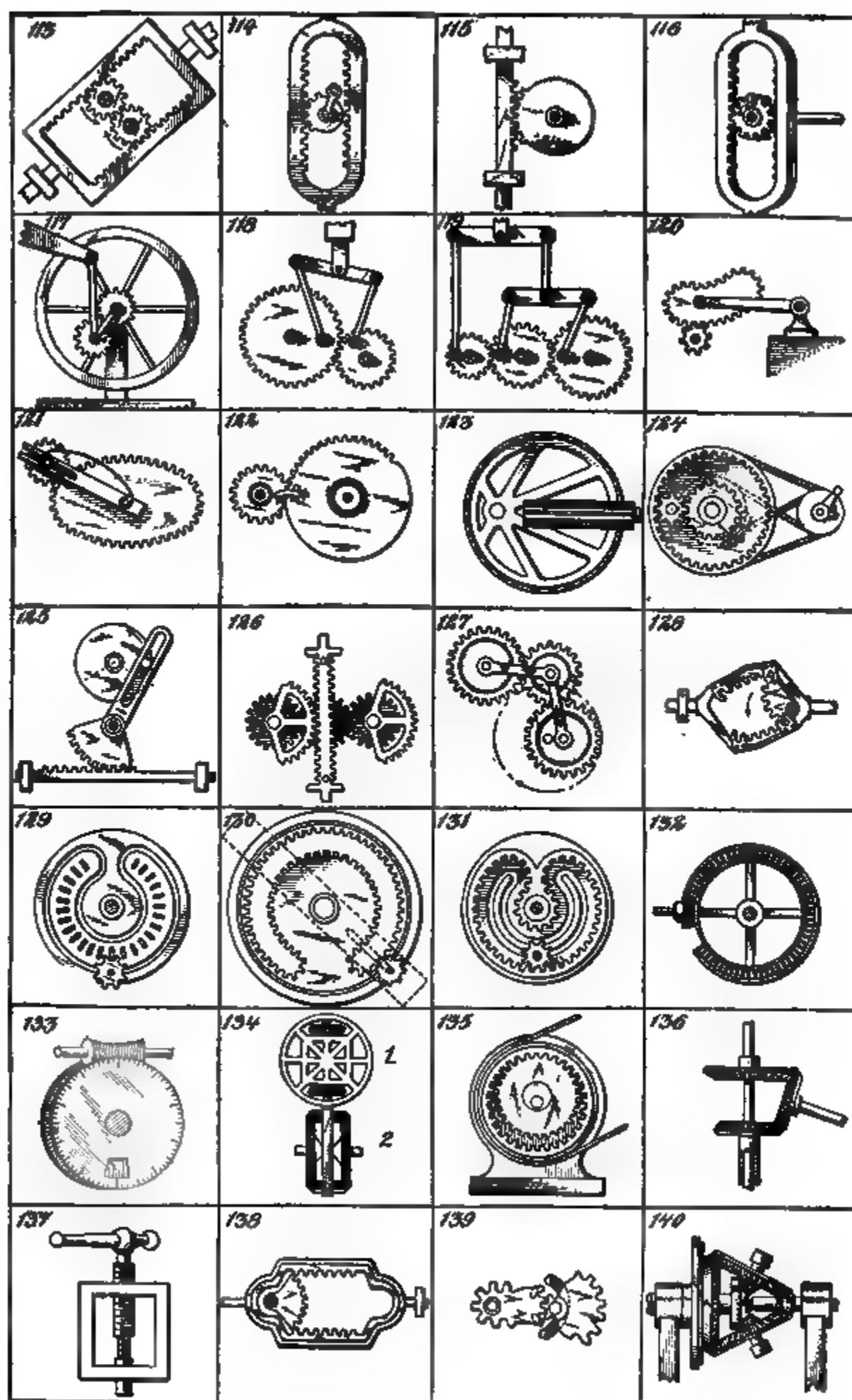
113. A means for changing rectilinear reciprocating motion to rotary reciprocating motion and vice versa. Two intermeshing pinions engage internal racks formed on opposite sides of a frame.

114. Means for changing rotary motion to rectilinear reciprocating motion. A rotating sector or pinion formed with teeth on only a portion of its periphery imparts reciprocating motion to a rack frame by first engaging the teeth at one side of the rack, and then the teeth on the other side of the rack. See Figure 115 for gravity return.

115. Another method of converting rotary motion into rectilinear reciprocating motion. A rotating sector engages the teeth of a rack during a part of its rotation and thereby lifts the rack, but as soon as the rack clears the sector teeth, it drops by gravity, ready to be lifted up when it again encounters the teeth of the sector. See Figure 114 for power return.

116. A movement designed as a substitute for a crank. The rack frame is formed with internal racks on opposite sides, but these racks lie in different planes. Two separate pinions are employed which mesh respectively with these racks. The pinions are mounted loosely on a shaft, but carry pawls which engage with ratchet wheels secured to the shaft. On the forward stroke of the rack frame the pinions will both be rotated but in opposite directions. However, due to their ratchet and pawl connection with the shaft, only one pinion turns the shaft. On the return stroke the rotation of the pinions will be reversed but the shaft will continue to rotate in the same direction, driven this time by the other pinion of the pair.

117. Sun and Planet gearing. A gear wheel, called the "sun" wheel, rotating on a fixed center, is engaged by a gear wheel called



the planet wheel, which revolves about the sun wheel. This construction was used by James Watt in one of his steam engines as a substitute for a crank. The planet wheel was rigidly secured to the connecting rod and connected by an arm to the center of the sun wheel. At each complete revolution of the planet wheel about the sun wheel, the latter was caused to rotate twice.

118 and 119. Means for converting rotary motion into irregular reciprocal motion. In 118 two intermeshing spur gears are provided with crank arms connected by a working beam. If the gears are of equal size the motion transmitted to the rod secured to the working beam will be uniform. If, however, the gears are of different sizes, the motion of this rod will vary greatly. In 119 a still more complex movement is produced, since there are three intermeshing gear wheels of unequal sizes and two connected working beams.

120. Irregular oscillatory motion is given to a hinged arm by pivoting at its outer end a cam-shaped gear wheel which is rotated by a continuously driven pinion. Any desired motion of the arm may be produced by varying the shape of the cam gear.

121. Means for converting uniform rotary motion into variable rotary motion. An elliptical gear rotates at uniform speed and drives a spur pinion. The latter is secured to a shaft which slides between the arms of two forked levers. A spring keeps the pinion in mesh with the elliptical gear.

122. Means for converting constant rotary motion into intermittent rotary motion. The driving wheel is formed with teeth through a portion of its periphery equal to the toothed periphery of the pinion. The latter is cut away at one place to fit the plane portion of the driving wheel. This prevents the pinion from rotating until a pin on the wheel strikes a projecting arm on the pinion and guides the teeth of the gears into mesh with each other.

123. Means for converting uniform rotary motion into variable rotary motion. A crown wheel eccentrically mounted is driven by a pinion rotating at uniform speed. The point of engagement of the crown wheel with the pinion varies radially, causing the wheel to rotate at a variable speed.

124. The mechanism is so arranged as to impart planetary movement to a pinion. An internal gear wheel formed with a pulley groove in its periphery is mounted to rotate on a sleeve which carries a spur gear at one end and a pulley at the other. The gear wheels are belted to a driving pulley in such manner as to rotate in opposite directions. A spur pinion which fits in between the teeth of the two gears is rotated thereby on its own axis and revolves about the center of the two gears at a speed which is the differential of the speeds of the two gears.

125. The construction here shown is adapted to produce a slow forward movement of a rack with a quick return. The rack is mounted to slide longitudinally and is driven by a toothed sector. The latter is provided with a slotted arm which is engaged by a pin on a rotating disk. The forward movement will take place while the pin is passing through the larger arc subtended by the two dotted radial lines shown, and there turn while the pin is passing through the smaller arc.

126. A means for converting reciprocating motion into continuous rotary motion. A

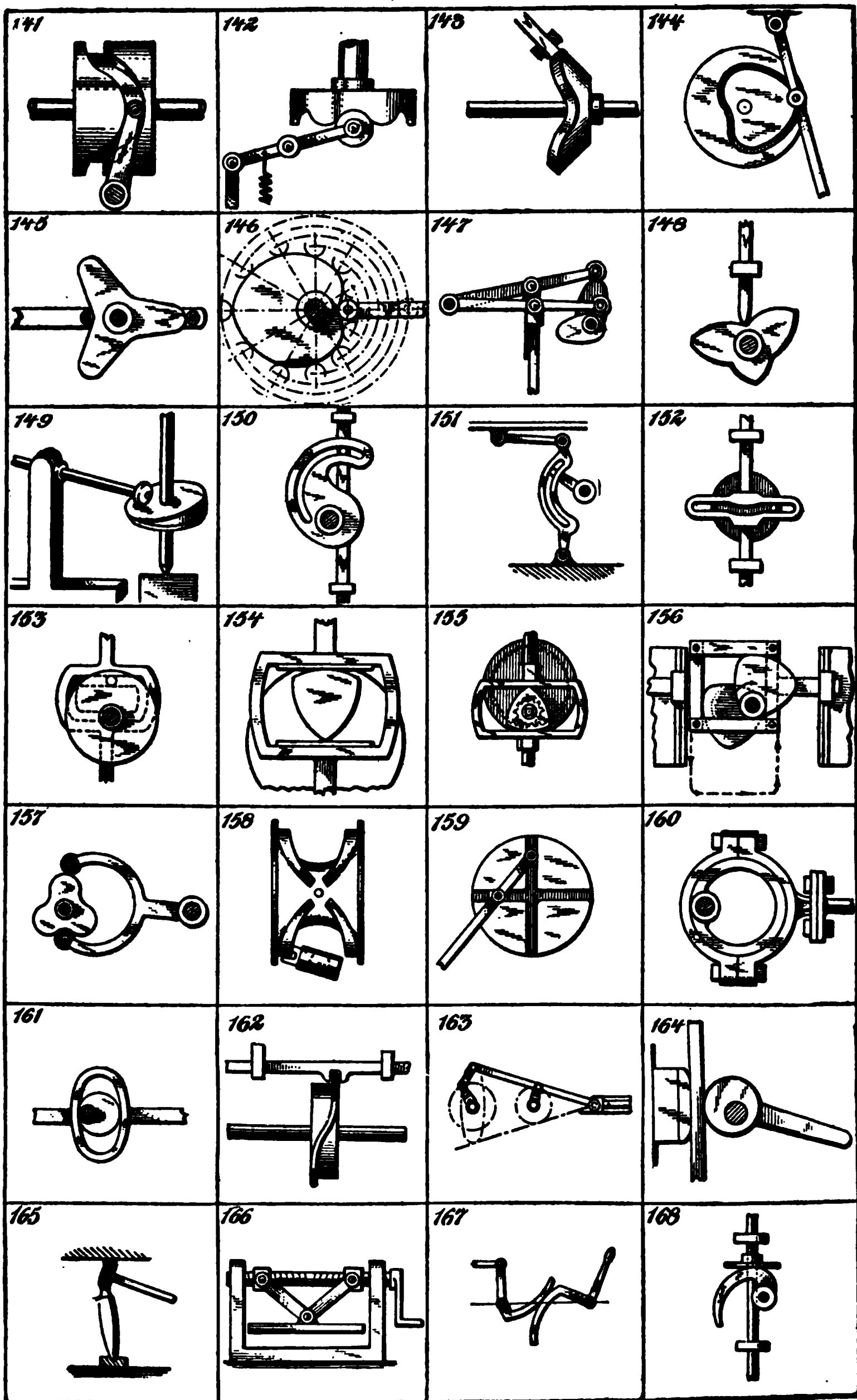
double-faced reciprocating rack engages first one and then the other of a pair of toothed sectors. The sectors are mounted on a pair of shafts, disposed on opposite sides of the rack. The shafts carry pinions which engage opposite sides of the central gear wheel. The rotary motion alternately imparted to the sectors, is conveyed through these pinions to the gear wheel, each pinion alternately acting to drive the wheel when its respective sector is in mesh with the rack, and then to be driven by the gear wheel until its sector is brought again in mesh with the rack. Thus a continuous rotary motion is produced.

127 Mechanism for converting uniform rotary motion into irregular rotary motion. Mounted eccentrically on the driving shaft is a gear wheel which transmits motion to another gear wheel through an intermediate pinion. Pivoted to the centers of the two gear wheels are two links whose outer ends are connected by a hinge pin on which the pinion rotates. These links serve to hold the pinion constantly in mesh with the gears, no matter what the position of the eccentric is.

128. Means for converting uniform rotary motion into variable reciprocating motion. A rack frame mounted to slide longitudinally is driven by an eccentric-toothed sector. The racks are placed at an angle with the line of movement and are provided with jaws at each end adapted to mesh with pins projecting above the face of the sector. As the sector rotates it transmits a gradually accelerated longitudinal movement to the rack frame until the outer pin engages the jaw at the end of the rack. The rack frame is then driven by this pin until the opposite rack is engaged by the sector teeth.

129 to 132. MANGLE GEARS.—So-called because of their use on mangle machines. 129. The larger wheel is formed with a cam groove which guides the pinion. The shaft of the latter is ordinarily provided with a universal joint, which permits it to move vertically and thus keep in mesh with the crown teeth formed on the large wheel. The pinion meshes first with the outer and then with the inner ends of the teeth on the larger gear, driving the latter first in one direction and then in the other. 130 shows another form of the same movement. The pinion moves radially in the slot shown in dotted lines, and engages first the outer and then the inner line of teeth on the mangle wheel, causing the latter to rotate first in one direction and then in the other. 131. The mangle wheel is formed with an internal gear, and the pinion is guided by a cam groove. This construction and that shown in Figure 130 produce uniform motion through an almost complete rotation, and this is followed by a quick return due to the smaller radius of the inner circle of teeth. 132. In this construction, as in that of Figure 129, the same speed is maintained in both directions of rotation. The mangle wheel in Figure 132 is formed with teeth on both faces; the pinion first engages the teeth on one face of the wheel, and then passing through the opening engages the teeth on the opposite face, thus reversing the direction of rotation.

133 to 137. DIFFERENTIAL GEAR.—133. Two worm wheels, one of which has more teeth than the other, engage a single worm. Suppose that one wheel has 100 teeth and the other has 101; then at every complete rota-



tion of the latter wheel it will be one tooth behind the former wheel, and at the end of 100 rotations the former would have made a complete rotation relative to the latter. If the worm be cut with a single thread it would have to make 100 times 101, or 10,100 rotations in order to produce this result. This construction is used on certain counting devices. 134. Two bevel gears are connected by a pair of small bevel pinions mounted in a frame, as shown in the side elevation 1. If the gear wheels should be rotated at different velocities the frame would rotate at the mean velocity. 135. A rapidly rotating shaft carries a gear wheel eccentrically mounted thereon. The latter is carried along into engagement with a fixed internal gear or rack, and is thereby rotated at a slow speed. 136. Two concentrically mounted bevel gears of different diameters engage with a third bevel gear. The latter rotates at the mean of the velocities of the other two. 137. A hollow screw threaded into a frame is formed with an internal thread, of slightly different pitch, adapted to receive a smaller screw, which is so mounted in the frame that it may slide longitudinally, but cannot rotate. If the larger screw should have ten threads to the inch, and the smaller screw eleven, the latter would move outward one-eleventh part of an inch while the former was fed inward an inch.

138. Uniform rotary motion converted into reciprocating rectilinear motion. A rack frame arranged to slide longitudinally is engaged by a toothed sector which meshes with the teeth on one side of the rack to drive the frame forward, and then with the teeth on the other side to drive the frame back.

139. Variable speed gear for producing fast and slow motion. It comprises two pairs of toothed sectors so arranged as to properly mesh with each other. The driving gear shown at the right is provided with two arms which carry studs at their outer ends. These studs lie below the lower face of the gears and engage studs formed on the lower face of the driven gear, as shown in dotted lines, thus guiding the wheels after one pair of sectors have moved out of mesh and before the other pair have come into mesh with each other.

140. Mechanism for producing increased or decreased speed on the same line of shafting. A fixed bevel gear wheel, *A*, meshes with two bevel gear wheels, *B*, which in turn mesh with a pinion, *E*, carried on the right-hand shaft. The bevel wheels, *B*, are mounted in a bracket which turns freely on the shaft of pinion, *E*. Each wheel, *B*, carries a pinion, *C*, which meshes with a bevel gear wheel, *D*, carried by the left-hand shaft. The change of speed from one shaft to the other is due to the planetary movement of the wheels, *B* and *C*. When the multiple of the teeth in *A* and *C* exceeds that of *B* and *D* the shafts will rotate in opposite directions.

CAMS AND CAM MOVEMENTS.

141 and 142. CYLINDER OR DRUM CAMS.—In Figure 141 a groove is formed in the curved face of a cylinder or drum. A roller on the end of a pivoted arm fits into this groove. As the drum rotates the arm will be swung to various positions, guided by the groove in the cam. In Figure 142 the roller bears against the rim of the cylinder, which is made of such shape as to give the desired motion to the lever. In this form of cam, while the roller

is positively moved down by the cam rim, it is raised up by a spring on the lever, which tends to hold it constantly against the cam. In the first type of cam the motion is positive in both directions.

143. BEVELED CAM.—This form of cam is used to give motion to a lever whose axis lies at an angle with the cam-shaft. The cam is of conical form with curved edges against which the lever bears. In our illustration we have shown a sliding rod in place of a rocking lever. The conical face, it will readily be seen, must lie parallel with the plane of the rod.

144. FACE CAM.—The cam groove is cut in the face of a disk, and this on being rotated guides the movement of the rocking lever which carries a roller that enters this groove.

145. CLOVER-LEAF CAM.—This is a form of disk cam which gives a positive drive to a sliding lever. The cam acts between two rollers on the lever, and is so cut as to exactly fill the space between these rollers at all times.

146. HEART CAM.—Another form of disk cam. This is so cut as to give uniform rectilinear motion to a sliding rod which bears against its edge. To lay out this cam, divide the desired line of travel of the rod into any convenient number of equal spaces, starting from the center of the roller, and from the center of the cam describe arcs passing through the dividing points. Twice the number of radial lines should be laid off from the center of the cam, the lines being equally spaced angularly. The successive points of intersection of the radial lines and the arcs will then mark the centers for a series of arcs with radii equivalent to the radius of the roller. The curve drawn tangent to these arcs will then mark the outline of the cam.

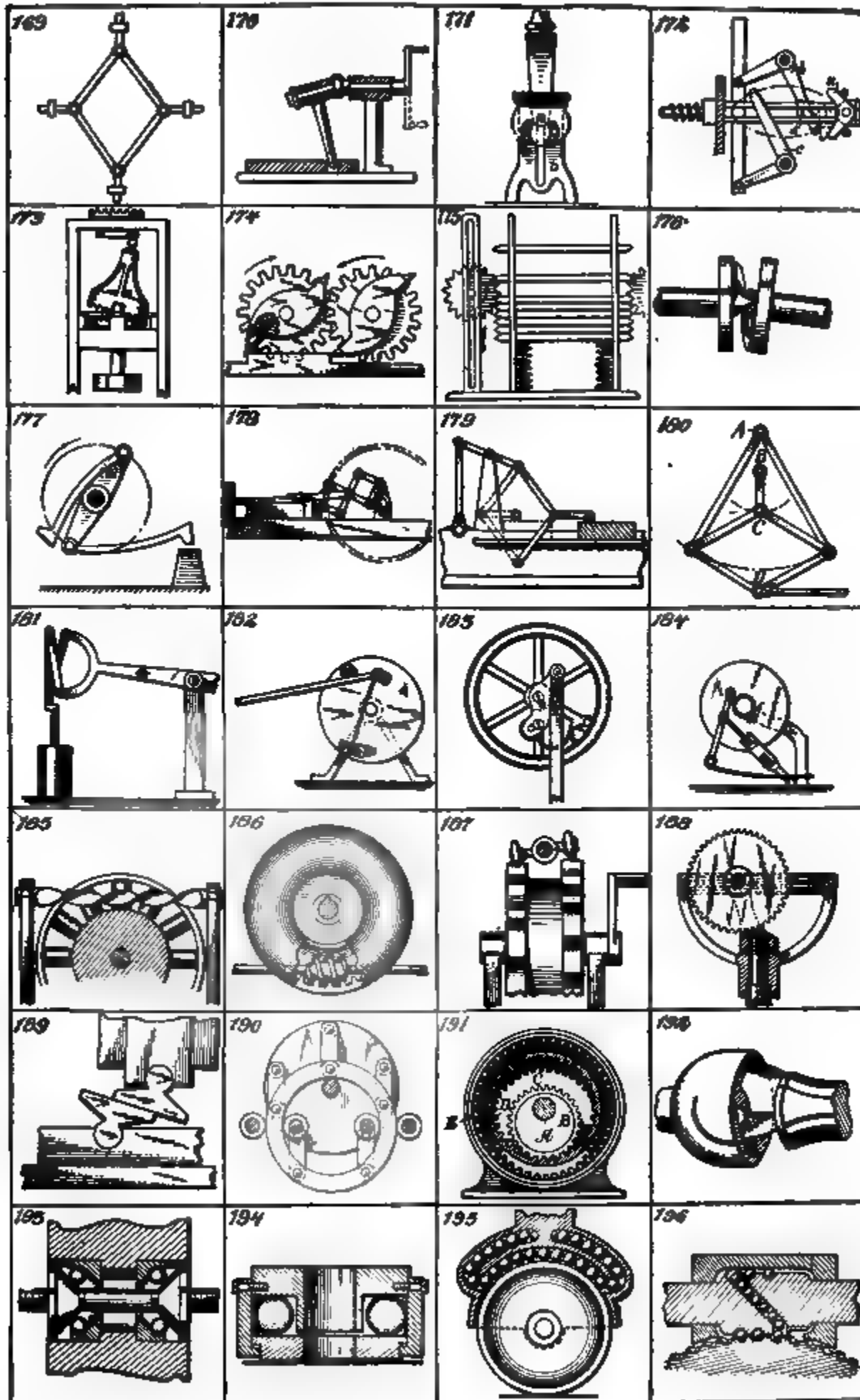
147. Means are here shown for converting rotary motion into alternating reciprocating motion of two rods. The rods are attached to pivoted levers carrying rollers which bear against the edges of two oval disk cams mounted on a rotating shaft.

148. Rotary motion is here converted into variable rectilinear motion. The end of a sliding lever rests on the irregular edge of a disk cam, and is there by caused to move up and down following the irregularities of the cam. The cam shown gives three reciprocations of the rod for each rotation of the cam shaft.

149. Means for converting rotary motion of a shaft into rocking motion of a lever. The lever is caused to rock by a cam with an oblique face on which the roller of the lever bears. This is a modification of the motion shown in Figure 142.

150. Means for converting rocking motion of a shaft into uniform rectilinear motion of a rod. The rod, which is mounted to slide in bearings, carries a pin which engages a slot in the cam on the rocking shaft. The cam slot is so cut as to give uniform motion to the rod.

151. Continuous rotary motion of a shaft is here converted into intermittent reciprocating motion of a slide. A cam lever hinged at its lower end to a fixed point is connected by a rod at its upper end, to the slide. A crank arm on the rotating shaft carries a pin which enters a curved slot in the cam lever. The crank arm causes the lever to rock, carrying the slide with it. The cam slot should form an arc with a radius equal to that of the crank arm, so that while the crank pin is passing



through this arc the slide will remain stationary. This motion is used on certain types of sewing machines and printing presses.

152. The type of cam used on the needle bars of some sewing machines. A pin on a rotating disk engages a slot in a cam yoke on the needle bar. This slot is formed with a curve at one place, which holds the bar stationary, while the pin is passing through it. This causes the needle to stop while the shuttle passes.

153. This cam motion differs from that of Figure 152, in that it causes the sliding bar to stop midway of its upward stroke and midway of its downward stroke. The cam slot comprises two parallel sections connected by two curved sections. While the pin on the rotating disk passes through the curved sections the bar is held stationary.

154. The cam here shown causes the sliding bar to stop at the end of each stroke. The cam is triangular, with curved faces, and rotates between the two parallel working faces of a cam frame on the sliding bar. While the outer face of the cam engages the frame the bar is held stationary. This is a form of cam motion used in place of an eccentric for operating the valve of a certain French engine.

155. A peculiar variable intermittent motion of the sliding rod is given by the planetary action of a cam mounted on a rotating disk. The cam shaft passes through the disk and carries a pinion which meshes with a stationary internal gear wheel.

156. A rectangular motion is imparted to the cam frame by two triangular curved cams mounted on a rotating shaft. The frame is mounted to slide laterally in bearings, which in turn are permitted to slide vertically in grooves on two stationary supports. The frame is made up of two horizontal rails on which one of the cams acts, and two vertical rails on which the other cam acts. The illustration shows the frame about to be moved downward by the forward cam acting on the lower rail while the rear cam prevents any lateral movement. On the next quarter rotation of the cam shafts a lateral movement will ensue, due to the rear cam acting on the right-hand vertical rail. At the same time the forward cam will hold the frame against vertical movement. During the third quarter of the rotation the frame will be lifted, and during the last quarter it will be moved back laterally to the position illustrated. If the cams are both of the same size, the motion of the frame will trace a perfect square.

157. Means for converting rotary motion into vibrating motion. A forked lever engages opposite edges of a disk cam, and is thereby caused to vibrate. This cam, as that in Figure 145, is so cut that its opposite edges are everywhere equidistant when measured through the center. For this reason it is obvious that such a cam must always be cut with an odd number of projections.

158. A recently patented mechanism for imparting power to the dasher shaft of a churn. A rocking movement is imparted to the shaft from a rotating cam. At the upper end of the shaft is a forked piece or follower mounted to turn in a socket at right angles to the axis of the shaft. The follower engages a spline on the cam and is thereby guided first to one side, and then to the other of the cam, rocking the shaft on its axis.

159. Trammel Gear.—A reciprocating movement of the rod is produced by the rotation of a shaft, and *vice versa*. Pivoted to the rod are two blocks which slide respectively in two slots in the face of the disk which cross each other at right angles. This movement was patented seventy years ago, but is constantly being reinvented as a substitute for the crank.

160. Mechanism for converting rotary motion into reciprocating motion. This is a common form of eccentric used on steam engines, etc., for communicating a reciprocating motion to the valves from the crank shaft. The rod is provided with a circular strap which is bolted over a disk or ring eccentrically mounted on the crank shaft.

161. This form of eccentric is similar to that shown in Figure 160, but an oval cam frame or yoke is used in place of a circular strap, so as to produce a rectilinear reciprocating movement of the rod. This form of eccentric acts directly on the valve rod which travels between fixed guides.

162. Spiral Cam for converting rotary motion into reciprocating motion. The cam is formed with a flange or spline, disposed spirally on the curved face of the wheel. The spline engages a notch in a rod and gives the latter a reciprocating movement when the cam is rotated.

163. Elliptical Crank.—Two cranks are connected with a single pitman, the outer one, through a connecting link. The circular movement of the inner crank causes the outer end of the pitman to move in an elliptical orbit, thereby increasing its leverage at certain points.

164. A device for gripping a bar or cable. The bar travels between a fixed guide and the cam-shaped head of a lever. When the lever is thrown up, friction of the bar on the cam tends to rotate the latter until it becomes wedged between the cam and the fixed guide.

165. Lever Toggle-joint.—A device commonly used on letter-presses. One of the two connected arms is pivoted to the platen of the press and the other is hinged to a fixed standard. By lifting the lever on one of the toggle arms the arms will be brought into vertical alignment with each other, producing a powerful pressure on the platen.

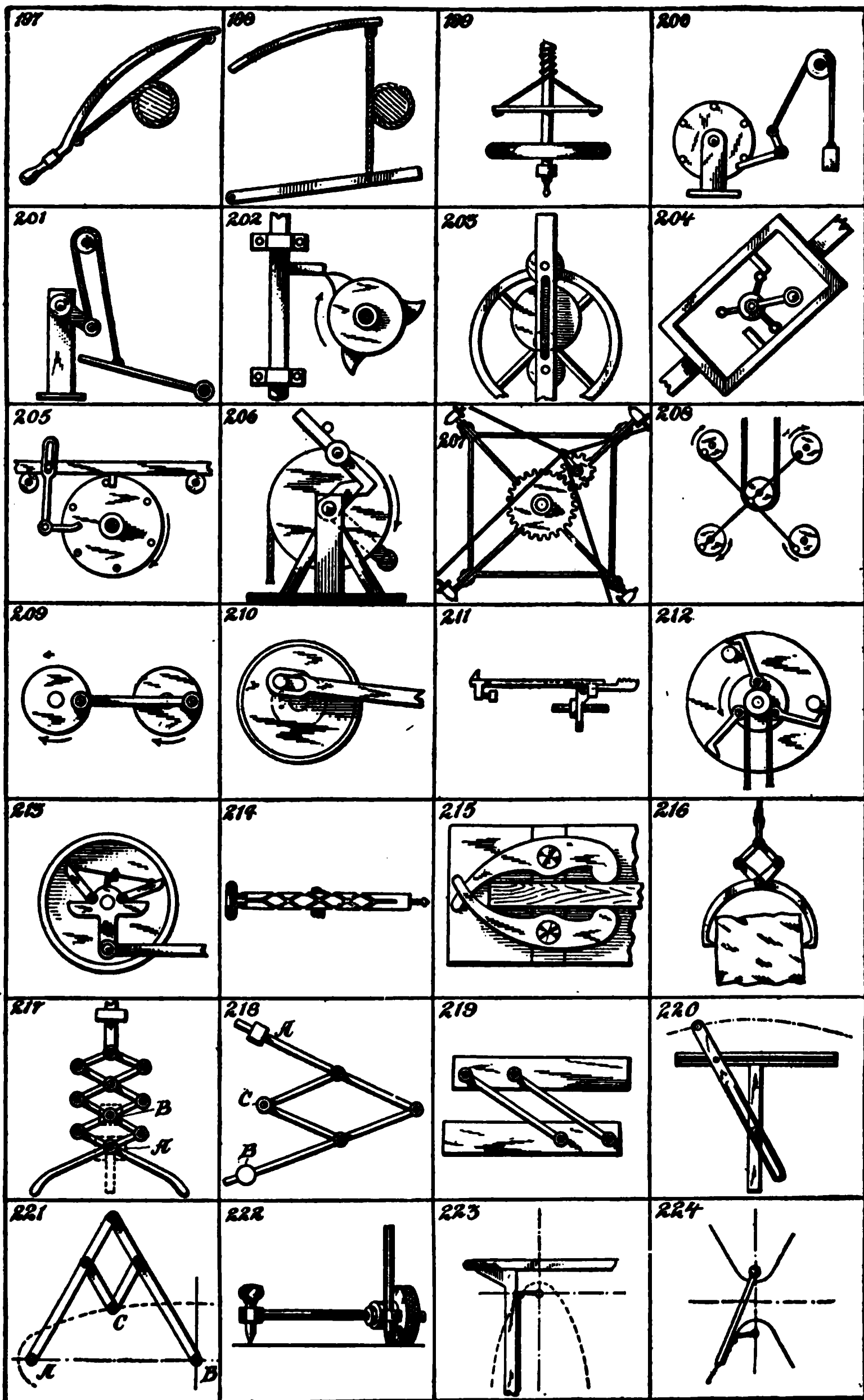
166. Screw Toggle Press.—Two toggle arms are hinged to the letter-press and at their outer ends are hinged to nuts on the feed screw. The screw is cut with right- and left-hand threads, so that when turned in operative direction it will draw the arms toward each other and press the platen downward.

167. Bell Crank Toe Levers.—Two bell crank levers are provided with projecting toes which bear against each other. When one of these levers is swung on a center it causes the other to swing also, but at a variable speed, due to the varying leverage. This mechanism is used for a type of valve gear.

168. Wiper Cam.—A type of cam used on certain stamp mills to lift the hammer. The cam bears against a flanged collar on the hammer spindle, which permits the latter to rotate.

MISCELLANEOUS MOVEMENTS.

169. Device for transmitting reciprocating motion from one pair of rods to another pair lying at right angles thereto. The rods are all connected by links so that when two opposed rods are moved inward or toward each



other, the other two rods will be moved outward, and *vice versa*. Also if two adjacent rods be moved the one outward, and the other inward, the opposite rods will be moved one outward and the other inward respectively.

170. Means for converting rotary into reciprocating motion. A bent shaft carries at its outer end an arm which is loosely mounted thereon. The lower end of this arm engages a slot in a bar which is mounted to slide in suitable guides. As the bent shaft rotates, the arm which is prevented from rotating with the shaft is given a rocking movement in the direction of its axis, and thus imparts a reciprocating movement to the bar.

171. Movement used on hand stamps. The plate which carries the type normally lies face upward against an ink pad, and is formed with a flange at each end in which cam slots are cut. The type plate is pivoted in a yoke piece to which the handle is secured, the pivot pins passing through slots in the uprights of the frame. When the handle is depressed, the type plate is carried downward and at the same time rotated by engagement with two pins which operate in the cam slots so that the type will face downward when brought into contact with the paper. The parts are returned to normal position by a spring on release of the handle.

172. A peculiar device for alternately rocking a pair of levers by means of a reciprocating rod. The rod carries a bell crank lever, *A*. This lever is normally held in the position illustrated by two pins against which it is pressed by the spring-pressed rod. Two bell crank levers, *B* and *C*, connected by a bar, are hinged adjacent to the rod. With the parts in the position illustrated, when the rod is drawn forward, one arm of the bell crank, *A*, will engage a pin at the end of lever, *B*, and will be thereby turned until it engages a stop piece, *D*, on the rod, after which it will operate to swing bell crank, *B*, on its axis. Owing to the connection between the levers *B* and *C*, the latter will also be swung but in the opposite direction. On return of the rod the bell crank lever, *A*, is brought to normal position by the two position pins, and when next the rod is drawn forward, the other arm of lever *A* will engage a pin on lever *C*, returning both levers *B* and *C* to their original positions.

173. Mechanism for transmitting rotary motion at increased speed from one shaft to another in alignment therewith. The lower or driving shaft carries a crown wheel at its upper end which is engaged by a second crown wheel having universal joint connection with a stationary central post. The latter is supported from the frame by cross arms, which are adapted to engage slots cut in the second crown wheel, and thus prevent the wheel from rotating. The upwardly projecting frame of the second crown wheel is connected to a wheel on the upper shaft, but eccentric thereto, by means of a ball-and-socket joint. The driven crown wheel is thus tilted so as to engage the teeth of the driving wheel. As the latter rotates the driven wheel is given a rocking or wobbling movement, which rotates the upper shaft. A slight movement of the lower shaft thus produces a complete rotation of the upper shaft.

174. A device for converting reciprocating into rotary motion and *vice versa*. Two inter-

meshing gear wheels are provided with spring pawls oppositely disposed on the gears, and adapted alternately to snap into engagement with a lug on a reciprocating rod and thereby impart rotary motion to the gears.

175. A device for spacing apart a number of bars. The bars are arranged to slide with a certain amount of friction between guide pieces. Normally they are crowded together in a group by a pair of coil springs. A pair of rotating spur wheels whose teeth engage the pointed ends of the bars are mounted on either side to slide vertically in suitable guide-ways. The vertical movement of the gears carries the bars downward against the springs and the slow rotary movement of the gears successively releases the bars at regular intervals. The bars remain where released, being held by frictional engagement with the guide pieces.

176. An early form of flexible shaft coupling. One of the shafts is pointed and fits into a socket in the other shaft. Each shaft carries a collar and these are connected by a flat spiral spring.

177. Centrifugal hammer. Two hammers are hinged on a rapidly revolving disk. As the disk revolves, these hammers are alternately swung by the added force of gravity and of centrifugal action, on to the anvil. A very powerful stroke is thus given.

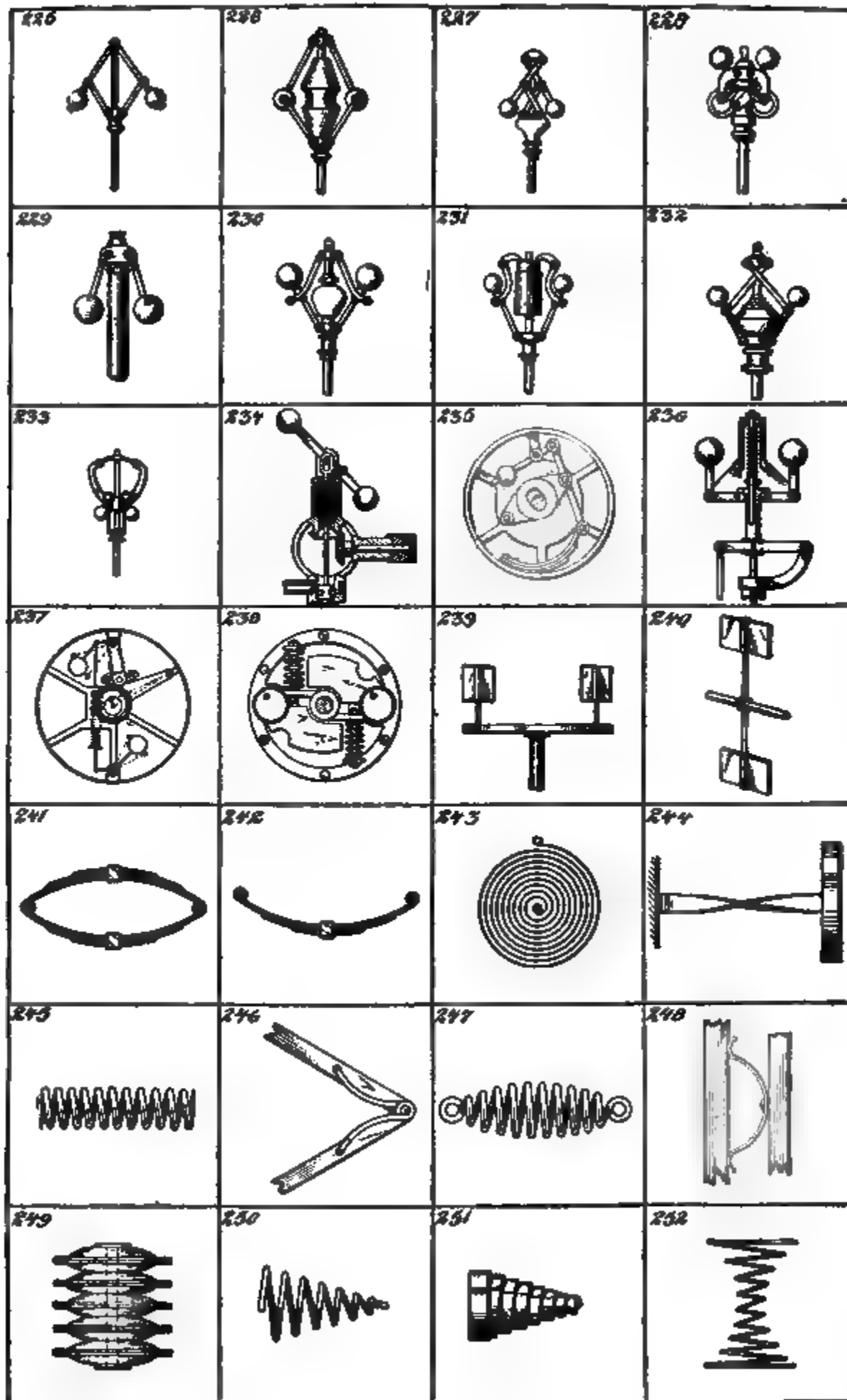
178. A device for communicating reciprocating motion of an engine to a rotating crank in such manner that the crank will have a greater throw than the stroke of the engine crosshead. The connecting rod acts on the crank shaft through a "lazy tongue" which multiplies the stroke and affords a better leverage upon the same.

179. A device for producing two rotations of the crank shaft of an engine at each complete (forward and return) stroke of the crosshead. The crosshead of the engine is connected by a rod to a pair of connected levers, one of which is pivoted on a fixed pin and the other to the working beam. Owing to the toggle action of the levers the working beam will rise and fall twice while the crosshead moves to its outer position and returns.

180. A device for converting rocking movement into rectilinear reciprocating movement, usually called "parallel" motion. Two links pivoted on the fixed pin *A* connect at their outer ends with two links pivoted on a rod at *D*. The latter links are also connected to a pair of links pivoted to a rock arm *C*. The distance between *A* and *B*, the fixed pivot of the rock arm, is equal to the distance between *B* and *C*. Owing to the fact that the double link-quadrangle swings on two pivots, it will be lengthened when swung out of the vertical position, thus giving a rectilinear motion to the rod *D*. This movement is called "Peaucellier's" parallel motion. It is used to give rectilinear movement to a pump rod or to the piston rod of an engine.

181. Another device for producing rectilinear movement of a pump rod. The rod, instead of being directly connected to the working beam of an engine, is connected thereto by cross links. This motion, however, is not a true "parallel motion," but the rod is strained by cross connection.

182 to 184. Devices for overcoming "dead" centers of cranks. In Figure 182 the pitman is connected to one end of a leaf spring, whose other end is connected to the crank disk. The



pitman is thus permitted to play between two socket lugs projecting from the face of the disk. Just before the back center is reached, the pitman slips out of engagement with the lower socket, by reason of the tensile strain on the spring, then on the return stroke, the connection of the spring being above the line of centers, the spring yields and throws the pitman back into the lower socket, and acts upon it to rotate the disk, until the forward center is reached, when the action will be the reverse of that just described. In 183 the pitman is attached to a plate secured to the flywheel at two points by screws passing through slots cut diagonally in the plate. In starting the wheel from either of its dead centers, the pitman will cause the plate to slide on its diagonal slots and the pitman will thus carry itself out of the dead center. The plate will then be returned to normal position by a spring. The device shown in 184 is specially applicable to machines operated by treadles. Attached to the pitman is a piston acting in a cylinder pivoted to the rod on which the treadle is hinged. Within the cylinder are two coil springs which alternately act on the piston to carry the crank over the two dead centers.

185. A device for transmitting motion from one shaft to another lying at right angles thereto. The driving shaft is formed with a spiral ribbon which acts between rollers radially mounted on a wheel, carried by the driven shaft. The wheel is formed with a double series of rollers, one on each side of the spiral shaft, but the forward series has been cut away in the illustration to show detail. The action is similar to that of a worm and worm wheel, but friction is reduced by the use of the rollers.

186. An internal worm gear is here shown which offers the same advantages as the internal spur gear, namely, that of greater strength due to the fact that the area of contact between the worm and the worm wheel is increased. The worm wheel is made up of two hollow sections, clamped together, but so spaced as to form a slot in the rim through which the worm shaft passes.

187. Means for converting rotary motion into rocking motion. The power shaft carries two cams formed with corrugated peripheries. On opposite sides of the rock shaft are two rollers, one for each cam. The cams are so spaced that when one roller is being lifted, the other will fall. Thus, a rocking motion is imparted to the rock shaft. The same effect may be produced by using a single broad cam for the two rollers, but spacing one roller a little in advance of the other on the rock shaft.

188. Another form of internal worm gear. A worm wheel is mounted on a stationary bracket and engages the spiral thread formed in a ring. As the ring revolves about the gear, the latter is caused to slowly rotate. As in Figure 186, a very strong construction and powerful transmission is afforded by this arrangement.

189. A sliding toggle movement is here shown for producing great pressure in a direction at right angles to that of the impelling force. The toggle members are so mounted and are of such shape that they combine the action of the inclined plane with the ordinary toggle action.

190. Means for giving parallel movement to the paddles of steamboats, etc. The power shaft carries a disk which is connected by a series of hinged links with a ring held eccentrically to the shaft, between pairs of rollers. The paddles are attached to the links and are thereby kept parallel, while the disk and ring rotate. This same arrangement can be used to communicate motion to shafts lying out of alignment with each other, one of the shafts being attached to the ring.

191. Device for transmitting motion from one shaft to another at decreased velocity. The device is here shown diagrammatically. The driving shaft carries an eccentric *A*, upon which spur gears *B* and *C* are fitted to turn freely. The latter are permanently secured together. Wheel *B* meshes with internal gear *D*, on the driven shaft, and wheel *C* meshes with the stationary internal gear *E*. In operation the eccentric carries gear *C* about gear *E*, thereby causing it to rotate on its own center. The gear *B* will be revolved by the eccentric in one direction and be rotated in the opposite direction by the gear *C* to which it is attached, thus causing the gear *D* to move at a reduced speed.

192 to 196. BALL-BEARING DEVICES.—In 192 is shown a ball-bearing knuckle joint consisting of a flanged socket member having sockets for the reception of steel friction balls, and a second member formed with flanges which bear against the friction balls. When the device is in operation, the balls will roll back and forth in their sockets at each rotation of the knuckle joint. In 193 a common form of ball-bearing is shown. The balls are held in stationary cups and bear against cones on the rotating shaft. 194 shows an end-thrust ball bearing of common form. 195 shows a ball-bearing wheel or caster. The balls are arranged to travel over an endless path, being guided from the forward end of the wheel bearing, through a passageway in the body of the caster, to the rear of the wheel bearing surface. 196 shows the same principle applied to a worm and worm wheel. The thread of the worm does not engage the teeth of the worm wheel, but communicates motion thereto through a series of balls. The latter, when they reach the end of the worm thread, are guided back through a passageway in the worm body to the beginning of the thread.

197. Means for converting reciprocating rectilinear movement into reciprocating rotary movement. A primitive form of turning lathe. The wooden shaft or other object to be turned, is mounted to rotate freely between pivot pins. A rope coiled about the shaft has its free ends secured to a spring bow. In operation, the handle of the bow is seized in one hand, and the other hand holds the tool against the work, which is rotated first in one direction, and then in the other, by moving the bow back and forth.

198. This is another form of primitive lathe which, however, is adapted to be driven by foot power. The rope, which is wound around the shaft is secured at its upper end to a spring, usually the end of a thin board, and at its lower end to a pedal. When the latter is depressed, the shaft will rotate toward the cutting tool and on its release the spring will cause it to rotate back, ready for the next downward stroke of the pedal. This type of

lathe is still commonly used in some Eastern countries.

199. An ancient form of drill, but one which is still used by jewelers. Coiled about the spindle of the drill are two cords whose lower ends are secured to a cross piece mounted to slide up and down on the spindle. When the cross piece is pressed downward, it causes the cords to uncoil, rotating the spindle. When the cross piece reaches the bottom of its stroke the pressure on it is relieved, and due to the momentum of a heavy flywheel on the spindle, the latter continues to rotate, recoiling the cords and lifting up the cross piece. On the next downward stroke of the cross piece, the spindle will rotate in the opposite direction.

200. Trip hammer. A rotating disk is formed with a series of pins adapted consecutively to depress one arm of a bell crank to the opposite arm of which a hammer weight is connected by a cord. When the bell crank clears a pin on the disk, the weight drops, delivering the blow, and is then lifted again by the next pin acting on the bell crank.

201. Means for converting reciprocating motion into rotary motion. A rope attached at one end to a foot pedal passes over an intermediate pulley, and is attached at the other end to the weighted crank arm of a shaft. The arrangement is such that on the downward or power stroke of the pedal, the weighted arm will be lifted to the vertical position, when it will be assisted by gravity and its own momentum to continue its rotation and lift the pedal for the next downward stroke.

202 to 205. Means for converting rotary motion into rectilinear motion. In 202, secured to a rotating shaft is a cam formed with projecting horns, which are adapted to successively engage a lug on a sliding rod. The rod is thereby given a trip-hammer movement, dropping by gravity as the lug clears the horns. In 203, a disk mounted eccentrically on a rotating shaft is engaged on opposite sides by a pair of rollers, pivoted to a rod. As the shaft rotates, the rod will be moved up and down, following the eccentric movement of the disk. This movement is used on windmills to transmit motion from the rotating windmill shaft to the pump rod. In 204 a shaft is provided with radial arms bearing rollers at their outer ends. These are adapted to operate within a frame mounted to slide, and formed with two lugs diagonally disposed on opposite sides of the frame. When the shaft is rotated, by means of the crank arm shown, the frame will be moved first to one side by one of the rollers engaging one of the lugs, and then in the opposite direction by another of the rollers moving into engagement with the other lug. In 205, a sliding carriage is formed with a lug adapted to be engaged successively by a series of pins on a revolving disk. The carriage will be moved forward by one of the pins until the latter clears the lug, when the carriage will be moved back again by another pin engaging an arm of a bell crank whose other arm engages the carriage.

206. Automatic release for a winding drum. A winding drum is mounted to turn freely on a shaft. A hook is pivoted on the face of the drum, and when it is desired to rotate the drum the hook is brought into engagement with a tappet on the shaft. When, however, the weight has been raised to a predetermined position by the winding drum, a pin strikes the

hook, releasing it from engagement with the tappet and permitting the weight to drop.

207. An amusement device called the "Flying Horse" used in parks and fairs. A frame mounted to rotate on a vertical spindle, is provided with a simple gear wheel, which meshes with a driving pinion. By alternately pulling the cords, radiating from a crank on the shaft which carries the pinion, the persons occupying the seats or horses at the corners of the frame, are enabled to keep the apparatus in motion.

208. This figure shows a single pulley driving four other pulleys by means of a cross-shaped connecting rod. This form of drive is occasionally used for rotating wheels or cylinders which lie so close to each other that no gearing or other mechanism for transmitting motion can be used.

209. This figure illustrates the rather curious fact that if two wheels are coupled together by a connecting rod, whose crank pins are respectively equally distant from the centers of the wheels, then while one wheel is constantly rotated in one direction the other may be rotated in the same direction, or in the opposite direction, as desired.

210. A stop motion used in brick machines for drawing the mold back and forth, and bringing it to rest at each stroke to permit of depositing the clay and removing the brick. A rotating wheel carries a crank pin which engages a slot in a connecting rod. At the end of its forward stroke, and at the end of its return stroke the connecting rod will remain stationary, while the crank pin moves from one end of the slot to the other.

211. A device used in sewing machines for feeding the goods under the needle. The feed bar is formed with teeth at one end and the opposite end is pivoted between the arms of a forked lever. The feed bar is lifted by a peripheral projection on a cam, and at the same time the forked lever is moved forward by a projection on the side face of the cam, which bears against a lug carried on the lever. A spring at the opposite end of the lever normally holds the lug in contact with the face of the cam.

212. Elevator safety device. Secured to the side of the elevator shaft is a plate formed with one or more studs. To the winding drum of the elevator a number of hooks are pivoted. When the drum rotates the hooks are thrown out by centrifugal action, and if dangerous speed is acquired, they swing out far enough to catch hold of one or more of the studs, bringing the drum to a stop. The shock of the sudden stoppage is usually taken up by a coil spring on the drum.

213. A device for converting oscillating motion of a lever into intermittent rotary motion. A crank arm which is provided with two pawls hinged to its upper end, is oscillated within the rim of a wheel. The pawls are connected by a cord to a small crank, which may be turned so as to bring one pawl into frictional engagement with the rim of the wheel, and thereby cause the wheel to rotate intermittently. When it is desired to reverse the direction of rotation, the crank is turned, raising the first pawl and bringing the other one into engagement with the wheel.

214. Means for converting rectilinear motion into rotary motion. This is used on certain forms of drill stocks. The drill stock is cut with two spiral grooves, one of which

is left-handed and the other right-handed. A ring on the drill stock is provided with a follower which follows one of the grooves on the forward stroke, and the other groove on the return stroke, thus causing the drill to turn always in the same direction.

215. An automatic bench clamp, used by carpenters for holding the work while planing, etc. Pivoted to the work bench are two cam levers, formed with curved ends, which are moved apart by the work as it is pressed in between them, thus causing the clamping ends of the levers to tightly grip the work.

216. Gripping tongs for lifting stones and the like. The upper arms are connected to a shackle by a pair of links so that when a pull is exerted on the shackle, the arms are drawn together, pressing the points into the stone; the heavier the stone lifted the more tightly will the arms be drawn together, thus increasing the grip on the stone.

217. A series of cross connected levers used for multiplying or reducing motion. In the illustration, the lowest pair of levers is pivoted to a fixed pin *A*, and the arrangement is such that if one pair of the crossed levers be folded together, the entire series will fold, giving the rod attached to the upper pair of levers a greatly multiplied longitudinal movement, and conversely if the rod be moved, a greatly reduced motion will be given to the lower pair of links. The extent to which the motion is multiplied or reduced is directly proportional to the number of pairs of levers in the series. This device is called a "lazy tongs." The figure also shows a means for multiplying motion imparted from one rectilinear reciprocating rod to another. If the fixed pivot of the lazy tongs be at *B*, on giving reciprocating motion to the lower rod, the reciprocating motion will be imparted to the upper rod, but the travel of the upper rod will be twice that of the lower rod.

DRAFTING DEVICES.

218. A pantograph, or an instrument for reproducing a drawing on a larger or smaller scale. It comprises two levers hinged together and connected by a pair of hinged links. One of the levers carries a slide, *A*, in which a pencil is secured. The other lever carries a pivot pin, and the tracing point is located at *C*. In use the device is made to turn on the fixed point at *B*, then on moving the tracing point *C* over a drawing, the same will be reproduced by the pencil at *A*. By varying the positions of the pencil and the pivot pin on their respective levers, the reproduction may be made larger or smaller than the original as desired.

219. This figure shows the "parallel ruler," a device used for drawing parallel lines. Two parallel rulers are connected by a pair of parallel links of equal length. The rulers will then always lie parallel to each other, whether swung apart or moved together.

220. A device for drawing a conchoid curve. A conchoid curve may be described as a curve of such form that when measured along lines drawn from a fixed point called the pole, it will, at all points, be equidistant from a straight line, called the asymptote. The device shown comprises a T-square with grooved head-piece adapted to receive a slide pivoted to a bar. A slot in the lower end of this bar engages a pin on the blade of the T-square and the opposite end of the bar carries the

scribing pencil. The pin represents the pole and the grooved head of the T-square represents the asymptote. The curve traced by the pencil when measured along the bar lies everywhere equidistant from the asymptote.

221. An ellipsograph or a device for drawing ellipses. This is similar to the pantograph shown in Figure 218. The fixed pivot, however, is at *B*, the tracing point at *A*, and the pencil at *C*. When *A* is moved in a straight line toward or away from *B*, the pencil *C* will trace an elliptical curve.

222. A device for drawing a helical curve. A rod provided with a pivot point is threaded to receive a nut with a milled flange. As the rod is moved about its center, the nut is rotated by a frictional contact of the flange with the drawing paper, and is thus slowly fed toward or away from the center. A pencil carried by a sleeve on this nut will then trace a helical curve.

223. A device for describing parabolas. A pin is placed at the focus of the desired parabola and a straight-edge is placed on the line of the directrix. A slack cord is secured at one end to the pin, and at the other to the blade of a square whose stock bears against the straight edge. The slack of the cord is taken up by the pencil, which bears against the blade of the square. Sufficient slack is provided to make the distance of the pencil from the focus equal to its distance from the straight-edge or directrix. The curve then described by the pencil while keeping the cord taut against the square, as the square is moved along the straight-edge, will be a parabola.

224. A device for describing hyperbolas. The two pins shown represent the foci of two opposite hyperbolas. A ruler turns on one of these pins as a center, and its opposite end is connected with the other pin by a slack cord. The slack of the cord is taken up by the pencil which bears against the ruler. The curve described will then fulfil the conditions of a hyperbolic curve, which requires that the distance from any point in the curve to its focus, minus the distance from that point to any other fixed point or focus, should always be a constant quantity.

GOVERNORS.

A governor of a steam engine is a device for automatically operating the throttle, or for shortening the stroke of the slide valve when the engine attains a dangerous speed.

225. WATT'S GOVERNOR.—When a dangerous speed is acquired, the centrifugal force acting upon a pair of balls tends to lift a sleeve which, through a bell crank, operates the throttle.

226. PORTER'S GOVERNOR.—The operation is very similar to that of Watt, but the balls are required to lift a weight which may be adjusted as desired.

227. KLEY'S CROSS ARM GOVERNOR.—The degree of sensitiveness is governed by the length of the cross arms, and also by an adjustable weight, which is lifted by the balls.

228. BUSS' GOVERNOR.—Two pairs of balls are used, one pair acting to counterbalance the other.

229. TANGYE'S GOVERNOR.—The balls when thrown out by centrifugal action depress a rod in the hollow central shaft and this rod acts directly on the block in the link thus shortening the stroke of the slide valve.

230 and 231. **PROELL'S GOVERNOR.**—In 230 the balls, aside from lifting a weight, act to compress a spiral spring. In 231 the outward movement of the balls is controlled by an air dashpot.

232. **COSINE GOVERNOR.**—A cross arm governor which acts to raise a weight.

233. **PARABOLIC GOVERNOR.**—The balls move on parabolic guide arms, which modify the effect of the centrifugal force, and produce equal valve movement, which is exactly proportional to the speed of the engine.

234. **OSCILLATING LEVER GOVERNOR.**—The balls are secured to the ends of a lever, which assumes a more horizontal position as the speed of the engine increases. A spring normally holds the arm in the tilted position illustrated.

235. **SWEET'S FLYWHEEL GOVERNOR.**—The centrifugal action of the ball moves the eccentric toward the center, thus reducing the stroke of the slide valve. A leaf spring resists the centrifugal action of the ball.

236. **HARTNELL'S EXPANSION GOVERNOR.**—The balls are thrown out by centrifugal force against the action of a spring raising the block in the link and thus varying the stroke of the valve.

237. **HARTNELL'S CRANK SHAFT GOVERNOR.**—The weights operate against the spring to move a toothed sector, which moves the eccentric toward the center of the crank shaft, thus varying the stroke of the slide valve.

238. **TURNER'S CRANK SHAFT GOVERNOR.**—The weights have bearings in the side plates of the governor. They also carry pins by which they are connected to the eccentric. When the weights are thrown out by centrifugal action, they move the eccentric toward the center of the crank shaft.

239 and 240. **VANE GOVERNORS.**—The shaft is prevented from rotating too rapidly by the atmospheric resistance acting on a pair of vanes. This resistance may be varied by adjusting the vanes to different angles. In some types of vane governors the inclined vanes serve to lift a sleeve, cutting off the supply of power.

TRANSMISSION OF POWER BY BELTING.

THE TENACITY OF GOOD NEW BELT LEATHER varies from 3,000 lb. to 5,000 lb. per square inch of sectional area.

THE COEFFICIENT OF FRICTION between ordinary belting and cast-iron pulleys is about .423.

THE THICKNESS OF BELTS varies from three-sixteenths to five-sixteenths of an inch, or an average of one-fourth of an inch.

TENACITY OF RIVETING AND LACING.—The ultimate tenacity of good single leather belting may be taken at about 1,000 lb. per inch in width; the corresponding strength of a riveted joint being about 400 lb., a butt laced joint about 250 lb., and an ordinary overlap laced joint 470 lb. It is not customary, however, to allow an effective strain of more than one-fourth these amounts.

WORKING STRESS OF BELTS.—The following are the effective working stresses allowed

SPRINGS.

241 and 242. **LAMINATED OR CARRIAGE SPRINGS,** used on carriages to take up the jolts of the wheels in passing over uneven roads. 241 shows the elliptical form, and 242 the semi-elliptical form. They are built up of flat spring metal strips.

243. **WATCH OR CLOCK SPRING,** used to drive a watch or clock train. The spring is formed of a flat spring metal strip, wound into a flat coil.

244. **RIBBON SPRING.**—A strip of flat spring metal mounted to exert a torsional pressure.

245. **SPIRAL SPRING.**—A length of round spring wire wound into spiral form. This spring could be used either as a tension or as a compression spring, though usually it has the form shown in Figure 247 when used as a tension spring. A spiral spring should never be extended or compressed more than one-third of its length.

246. **SEAR SPRING.**—This spring gets its name from its use in gun locks for causing the sear to catch in the notch of the tumbler. However, the spring is here shown as holding apart the arms of a compass.

247. **TENSION SPIRAL SPRING.**—A spiral spring which tapers toward the ends so that the pull will come centrally on the spring, thus giving an even tension and avoiding side strains.

248. **FLAT OR LEAF SPRING.**—A strip of flat spring metal used chiefly as a compression spring. A spring of this type is apt to lose its resiliency after continued use.

249. **DISK SPRING.**—A compression spring made up of a series of dished disks or plates.

250. **HELICAL SPRING.**—This spring differs from the spiral spring, Figure 245, in that it is formed by being wrapped around a cone, whereas a spiral spring is formed by being wrapped around a cylinder. The helical spring may safely be compressed until it lies flat like a clock spring.

251. **VOLUTE SPRING.**—A compression spring formed by coiling a flat spring ribbon into a helix.

252. **FURNITURE SPRING.**—A compression spring comprising a double helical spring used in furniture to support the cushioned backs or seats of chairs. This spring is also used in bed springs.

for the different kinds and thicknesses of belts referred to in the table of powers.

Ordinary single belts,	50 lb.
Light double belts,	70 lb.
Heavy double belts,	90 lb.
Link belts, $\frac{3}{4}$ in. thick,	42 lb.
" " $\frac{7}{8}$ in. "	48 lb.
" " 1 in. "	57 lb.
" " $\frac{1}{2}$ in. "	66 lb.
" " $\frac{3}{4}$ in. "	78 lb.
" " 1 in. "	90 lb.

SPEED OF BELTING.—On ordinary shop line shafts the velocity of the belts varies from 1,000 ft. to 1,500 ft. per minute. Lathe belts vary from 1,500 ft. to 3,000 ft. per minute.

STRESS ON SHAFTING.—The cross stress on shafting arising from the sum of the tension on the two sides of the belt may be taken at 90 lb. per inch in width.—Practical Electrical Engineers' Pocket Book and Diary.

HEIGHT OF COLUMNS, SPIRES AND TOWERS

Name	Location	Feet
Eiffel Tower.....	Paris, France,	984
Washington Monu- ment	Washington, D. C.,	555
Cathedral.....	Ulm, Germany,	529
Cologne Cathedral....	Cologne, Germany,	512
Pyramid of Cheops...	Egypt,	482
St. Stephen's Cathe- dral	Vienna, Austr'a,	470
Strassburg Cathedral..	Strassburg, Germany,	468
St. Peter's.....	Rome, Italy,	448
Cathedral	Salisbury, England,	446
Cathedral	Antwerp, Belgium,	402
Torrazzo Tower.....	Cremona, Italy,	396
Cathedral	Florence, Italy,	387
St. Paul's Cathedral..	London, England,	364
Cathedral	Milan, Italy,	355
Hotel des Invalides..	Paris, France,	344
St. Patrick's Cathe- dral	New York, U. S. A.,	332
St. Mark's (Cam- panile)	Venice, Italy,	323
Trinity Church.....	New York, U. S. A.,	284
Westminster Abbey...	London, England,	283
Notre Dame.....	Paris, France,	223
Bunker Hill Monu- ment	Boston, Mass,	221
Leaning Tower of Pisa	Pisa, Italy,	179

TABLE OF HIGH BUILDINGS WHICH EXCEED 300' ABOVE SIDEWALK LEVEL.

Building.	Height In Feet
Woolworth Building.....	750
Metropolitan Tower.....	700
Singer Tower.....	612
Municipal Building.....	560
Bankers' Trust Building.....	539
Whitehall Building.....	446
Heidelberg Building.....	410
Liberty Tower.....	385
Park Row Building.....	382
Broadway-Cortlandt Building.....	360
Manhattan Life Building.....	348
Wall Street Exchange Building.....	345
221 West 41st St. & 218-26 W. 42d St.*....	341
Walker-Lispenard Building*.....	338
110-112 West 40th Street*.....	335
Times Building.....	331
43-49 Exchange Place.....	327
37 Wall Street.....	318
80 Maiden Lane*.....	315
World Building.....	309
St. Paul Building.....	308
Rector St., Trinity Pl. & Greenwich St....	308
Hotel McAlpin*.....	307
West St., Cedar to Albany Sts.....	306
60 Broadway.....	306
43rd-44th Sts., Madison & Vanderbilt Aves.*	306
* Buildings are in course of construction.	
Revised by Bureau of Buildings, Borough of Manhattan, N. Y. C.	

NAMES OF THE MONTHS IN FIVE LANGUAGES.

English.	Spanish.	Portuguese.	French.	German.
January.	enero.	janeiro.	janvier.	Januar.
February.	febrero.	fevereiro.	février.	Februar.
March.	marzo.	março.	mars.	März.
April.	abril.	abril.	avril.	April.
May.	mayo.	maio.	mai.	Mai.
June.	junio.	junho.	juin.	Juni.
July.	julio.	julho.	juillet.	Juli.
August.	agosto.	agosto.	août.	August.
September.	septiembre.	setembro.	septembre.	September.
October.	octubre.	outubro.	octobre.	Oktober.
November.	noviembre.	novembro.	novembre.	November.
December.	diciembre.	dezembro.	décembre.	Dezember.

NUMBER OF WORDS IN A LINE AND PAGE AND THE NUMBER OF EMS IN A PAGE

Sizes of type and measures.	Number of words in a line.	Number of words in a page.		Number of lines in a page.		Number of ems in a page.
		Solid.	Leaded.	Solid.	Leaded.	
10-point:						
General order.....	10	386	294	38	32	1,050
Document.....	12	693	528	54	45	1,856
Quarto.....	16	1,113	848	63	53	2,992
Census.....	18	1,386	1,056	68	57	3,621
8-point:						
General order.....	12	588	423	48	38	1,643
Document.....	15	1,056	759	67	54	2,920
Quarto.....	20	1,696	1,219	79	64	4,675
Census.....	25	2,112	1,518	84	68	5,696
6-point:						
General order.....	13	864	625	63	48	2,911
Document.....	17	1,551	1,122	90	67	5,141
Quarto.....	24	2,491	1,802	106	80	8,249
Census.....	27	3,102	2,244	112	84	10,115
14-point:						
Bill.....	10	.....	257	.....	25	.....

The above table is based on the Government "Printing Style Book."

CHAPTER V.

GEOMETRICAL CONSTRUCTIONS.

GEOMETRICAL FIGURES.

1. **ACUTE ANGLE.**—An acute angle is less than a right angle, or less than 90 degrees.

2. **ALTERNATE ANGLES.**—The internal angles made by two lines with a third, on opposite sides of it. If the two lines are parallel, the alternate angles are equal. If the parallels *AB*, *CD*, be cut by the line *EF*, the angles *AGH*, *GHD*, as also the angles *BGH* and *GHC*, are called alternate angles.

3. **ARC.**—Any part of the circumference of a circle or other curve; a segment of a circle.

4, 5, 6, and 7. **CONIC SECTIONS.**—Formed by the intersections of cones and planes. The conic sections are the ellipse, parabola, and hyperbola. If the section be taken parallel to the base of the cone its outline will form a perfect circle. If the section be taken parallel to one side of the cone it will in outline have the form of a parabola (6). If the section be taken parallel to the axis of the cone its outline will have the form of a hyperbola (7). Any other section through the cone will in outline have the form of an ellipse (5).

8. **CHORD.**—A right line marking the extremities of the arc of a circle.

9. **CIRCLE.**—1. In geometry, a plane figure, comprehended by a single curve line, called its circumference, every part of which is equally distant from a point called the center. Of course all lines drawn from the center to the circumference, or periphery, are equal to each other. 2. In popular use, the line that comprehends the figure, the plane or surface comprehended, and the whole body or solid matter of a round substance, are denominated a circle; a ring; an orb; the earth.

10. **CURVE.**—A curve line is one which may be cut by a right line in more points than one. A curve line is that which is neither a straight line nor composed of straight lines.

11. **CUBE.**—A regular, solid body with six equal square sides.

12. **CYLINDER.**—A solid body supposed to be generated by the rotation of a parallelogram round one of its sides; or a long, circular body, of uniform diameter, and its extremities forming equal parallel circles.

13. **DIAGONAL.**—The line extending from one angle to another of a quadrilateral or multilateral figure, and dividing it into two parts.

14. **DIAGRAM.**—A figure, draught, or scheme delineated for the purpose of demonstrating the properties of any figure, as a square, triangle, circle, etc.

15. **DIAMETER.**—A right line passing through the center of a circle, or other curvilinear figure,

terminated by the curve, and dividing the figure symmetrically into two equal parts.

16. **ELLIPSE.**—In conic sections, a figure formed by the intersection of a plane and cone when the plane passes obliquely through the opposite sides of the cone.

17. **EQUILATERAL TRIANGLE.**—A triangle having all three sides equal.

18. **HEXAGON.**—A plane figure of six sides and six angles. If the sides and angles are equal, it is a regular hexagon. The cells of honey-comb are hexagons, and it is remarkable that bees instinctively form their cells of this figure, which fills any given space without any interstice or loss of room.

19. **HYPOTHENUSE.**—The subtense or longest side of a right-angled triangle, or the line that subtends the right angle.

20. **RECTANGULAR TRIANGLE.**—If one of the angles of a triangle is a right angle, the triangle is rectangular.

21. **RIGHT ANGLE.**—A right angle is one formed by a right line falling on another perpendicularly, or an angle of 90 degrees, making the quarter of a circle.

22. **ISOSCELES TRIANGLE.**—If two of the sides only are equal in a triangle it is an isosceles or equicrural triangle.

23. **OBLIQUE LINE.**—An oblique line is one that, falling on another, makes oblique angles with it.

24. **OBTUSE ANGLE.**—An angle greater than a right angle, or containing more than 90 degrees.

25. **SCALENE TRIANGLE.**—One in which all the three sides are unequal.

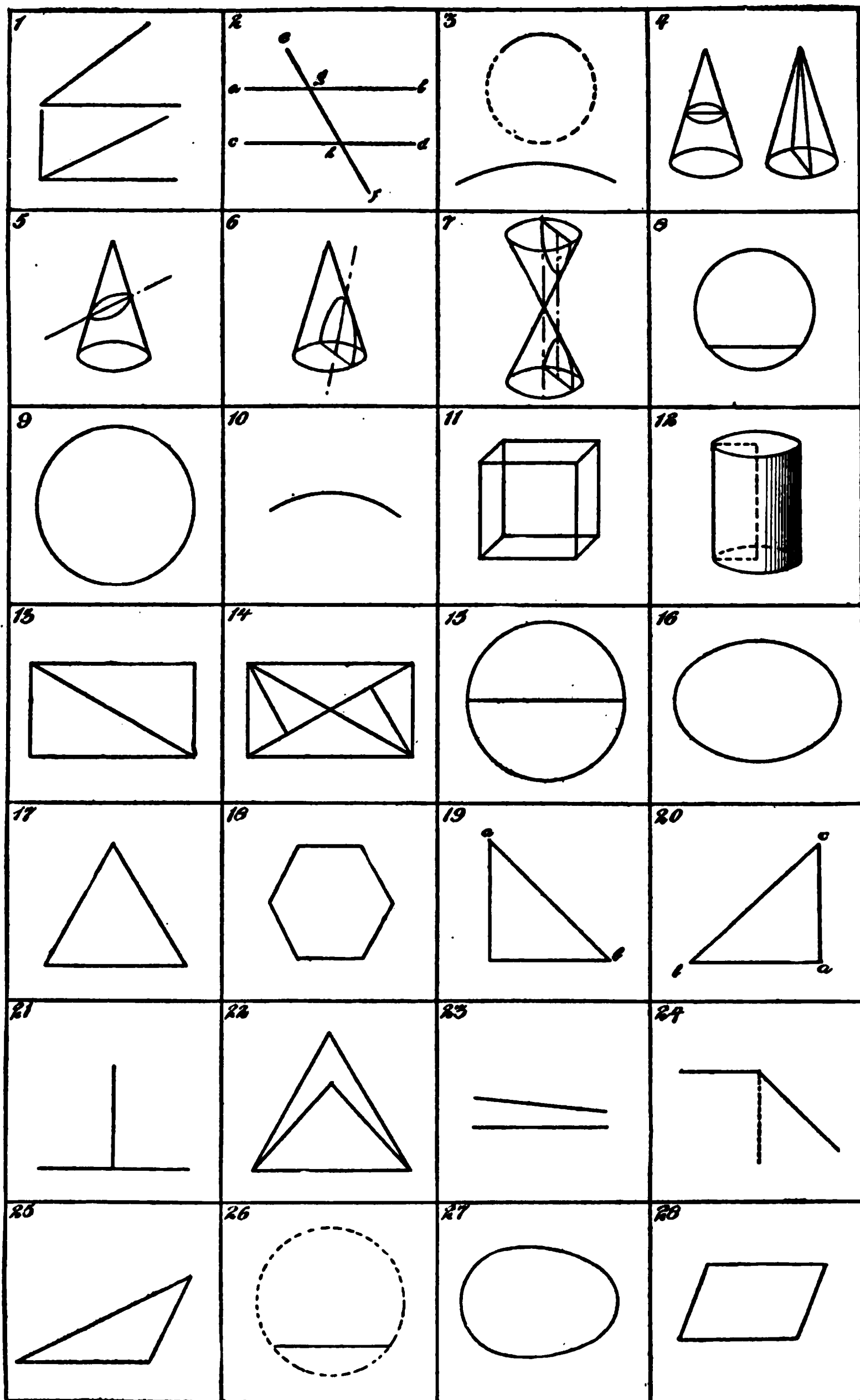
26. **SECANT.**—The secant of a circle is a line drawn from the circumference on one side to a point without the circumference on the other.

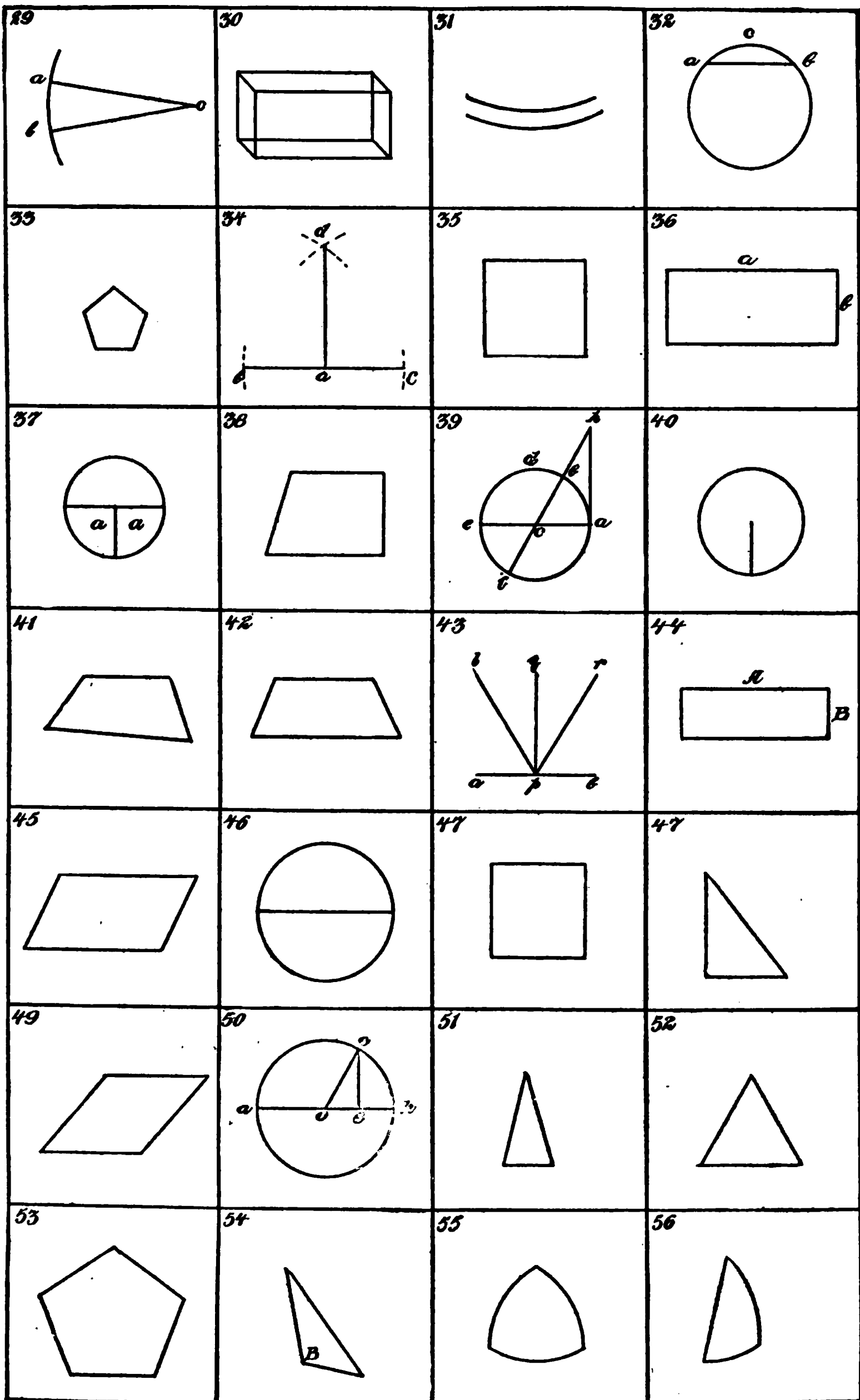
27. **OVAL.**—A body or figure in the shape of an egg, or of an ellipse.

28. **PARALLELOGRAM.**—1. In geometry, a right-lined quadrilateral figure, whose opposite sides are parallel, and consequently equal. 2. In common use, this word is applied to quadrilateral figures of more length than breadth.

29. **SECTOR.**—A part of a circle comprehended between two radii and the included arc; or a mixed triangle, formed by two radii and the arc of a circle.

30. **PARALLELOPIPED.**—A regular solid comprehended under six parallelograms, the opposite ones of which are similar, parallel, and equal to each other; or it is a prism whose base is a parallelogram. It is always triple to a pyramid of the same base and height. Or a





parallelepiped is a solid figure bounded by six faces, parallel to each other, two and two.

31. **PARALLEL LINES.**—One line is parallel to another, when the lines are at an equal distance apart throughout the whole length.

32. **SEGMENT OF A CIRCLE.**—That part of the circle contained between a chord and an arc of that circle, or so much of the circle as is cut off by the chord. The segment of a sphere is a part cut off by a plane.

33. **PENTAGON.**—A plane figure having five angles, and consequently five sides.

34. **PERPENDICULAR.**—In geometry, a line falling at right angles on another line, or making equal angles with it on each side. Thus if the straight line AD , falling on the straight line BC , make the angles BAD , DAC equal to one another, AD is called a perpendicular to BC .

35. **QUADRANGLE.**—A plane figure having four angles, and consequently four sides.

36. **RECTANGLE.**—A four-sided figure having only right angles. A right-angled parallelogram.

37. **QUADRANT.**—The quarter of a circle or of the circumference of a circle.

38. **QUADRILATERAL.**—Having four sides, and consequently four angles.

39. **TANGENT.**—In the figure, let AH be a straight line drawn touching the circle ADE at A , one extremity of the arc AB , and meeting the diameter IB produced, which passes through the other extremity B to the point H ; then AH is the tangent of the arc AB , or of the angle ACB , of which AB is the measure.

40. **RADIUS.**—A right line drawn or extending from the center of a circle to the periphery; the semidiameter of the circle. In trigonometry, the radius is equal to the sine of 90 degrees.

41. **TRAPEZIUM.**—A plane figure contained under four right lines, of which no two are parallel.

42. **TRAPEZOID.**—A plane, four-sided figure, having two of the opposite sides parallel to each other.

43. **REFLECTION.**—In the figure, let AB represent a smooth polished surface, or mirror, and suppose a ray of light proceeding in the direction LP to impinge on the surface at P , and to be reflected from it in the direction PR .

From P draw PQ perpendicular to AB , then the angle LPQ is called the angle of incidence, and QPR the angle of reflection.

44. **SUPERFICIES.** A superficies consists of length and breadth; as, the superficies of a plate or of a sphere. Superficies is rectilinear, curvilinear, plane, convex, or concave.

45. **RHOMBOID.**—A figure having some resemblance to a rhomb; or a quadrilateral figure whose opposite sides and angles are equal, but which is neither equilateral nor equiangular.

46. **SEMICIRCLE.**—The half of a circle; the part of a circle comprehended between its diameter and half of its circumference.

47. **SQUARE.**—A rectilinear figure having four equal sides and four right angles.

48. **RECTILINEAR TRIANGLE.**—One in which the three lines or sides are all right lines, as distinguished from curvilinear triangle.

49. **RHOMB. RHOMBUS.**—An oblique-angled, equilateral parallelogram, or a quadrilateral figure whose sides are equal and the opposite sides parallel, but the angles unequal, two of the angles being obtuse and two acute.

50. **SINE.**—In the circle ACH , let AOH be a diameter, and let CE be perpendicular thereto; then shall CE be the sine of the arc CH , or of the angle COH , and of its supplement COA . The sine of a quadrant, or of a right angle, is equal to the radius. The sine of any arc is half the chord of twice that arc.

51. **ACUTE-ANGLED TRIANGLE.**—One having all three of its angles acute.

52. **AN EQUILATERAL TRIANGLE.**—One having all the three sides equal.

53. **POLYGON.**—A plane figure of many angles, and consequently of many sides; particularly, one whose perimeter consists of more than four sides.

54. **OBTUSANGULAR TRIANGLE.**—If one of the angles of a triangle is obtuse, the triangle is called obtusangular or amblygonous.

55. **CURVILINEAR AND SPHERICAL TRIANGLES.**—If the three sides of a triangle are all curves, the triangle is said to be curvilinear. If the sides are all arcs of great circles of the sphere, the triangle is said to be spherical.

56. **MIXTILINEAR TRIANGLE.**—If some of the sides of a triangle are right and others curve, the triangle is said to be mixtilinear.

GEOMETRICAL CONSTRUCTIONS.*

1. To divide a given line AB into two equal parts; and to erect a perpendicular through the middle.

With the end A and B as centers, draw the dotted circle arcs with a radius greater than half the line. Through the crossings of the arcs draw the perpendicular CD , which divides the line into two equal parts.

2. From a given point C on the line AB , erect a perpendicular CD .

With C as a center, draw the dotted circle arcs at A and B equal distances from C . With A and B as centers, draw the dotted circle arcs at D . From the crossing D draw the required perpendicular DC .

3. From a given point C at a distance from the line AB , draw a perpendicular to the line.

With C as a center, draw the dotted circle arc so that it cuts the line at A and B . With A and B as centers, draw the dotted cross arcs at D with equal radii. Draw the required perpendicular through C and crossing D .

4. At the end of A to a given line AB , erect a perpendicular AC .

With the point D as a center at a distance from the line, and with AD as radius, draw the dotted circle arc so that it cuts the line at E through E and D , draw the diameter EC ; then join C and A , which will be the required perpendicular.

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5. Through a given point C at a distance from the line AB , draw a line CD parallel to AB .

With C as a center, draw the dotted arc ED ; with E as a center, draw through C the dotted arc FC . With the radius FC and E as a center, draw the cross arc at D . Join C with the cross at D , which will be the required parallel line.

6. On a given line AB and at the point B , construct an angle equal to the angle CDE .

With D as a center, draw the dotted arc CE ; and with the same radius and B as a center, draw the arc GF ; then make GF equal to CE ; then join BF , which will form the required angle, $FBG = CDE$.

7. Divide the angle ACB into two equal parts.

With C as a center, draw the dotted arc DE ; with D and E as centers, draw the cross arcs at F with equal radii. Join CF , which divides the angle into the required parts.

Angles $ACF = FCB = \frac{1}{2}(ACB)$.

8. Divide an angle into two equal parts, when the lines do not extend to a meeting point.

Draw the lines CD and CE parallel, and at equal distances from the lines AB and FG . With C as a center, draw the dotted arc BG ; and with B and G as centers, draw the cross arcs H . Join CH , which divides the angle into the required equal parts.

9. To construct a parallelogram, with the given sides A and B and angle C .

Draw the base line DE , and make the angle $FDE = C$; lines $DE = B$ and $DF = A$; complete the parallelogram by cross arcs at G , and the problem is thus solved.

10. To divide the line AB in the same proportion of parts as AC .

Join C and B , and through the given divisions 1, 2, and 3 draw lines parallel with CB , which solves the problem.

11. To find the center of a circle which will pass through three given points A , B , and C .

With B as a center, draw the arc $DEFG$; and with the same radius and A as a center, draw the cross arcs D and F ; also with C as a center, draw the cross arcs E and G . Join D and F , and also E and G , and the crossing O is the required center of the circle.

12. To construct a square upon a given line AB .

With AB as radius and A and B as centers, draw the circle arcs AED and BEC . Divide the arc BE in two equal parts at F , and with EF as radius, and E as center, draw the circle CFD . Join A and C , B and D , C and D , which completes the required square.

13. Through a given point A in a circumference, draw a tangent to the circle.

Through a given point A and center C , draw the line BC . With A as a center, draw the circle arcs B and C ; with B and C as centers, draw the cross arcs D and E ; then join D and E , which is the required tangent.

14. From a given point A outside of a circumference, draw a tangent to the circle.

Join A and C , and upon AC as a diameter draw the half circle ABC , which cuts the given circle at B . Join A and B , which is the required tangent.

15. To draw a circle with a given radius R , that will tangent the circle ABC at C .

Through the given point C , draw the diameter AC extended beyond D ; from C set off the given radius R to D ; then D is the center of the required circle, which tangents the given circle at C .

16. To draw a circle with a given radius R , that will tangent two given circles.

Join the centers A and B of the given circles. Add the given radius R to each of the radii of the given circle, and draw the cross arcs C , which is the center of the circle required to tangent the other two.

17. To draw a tangent to two circles of different diameters.

Join the centers C and c of the given circles, and extend the line to D ; draw the radii AC and ac parallel with one another. Join Aa , and extend the line to D . On CD as a diameter, draw the half circle CeD ; on cd as a diameter, draw the half circle cfD ; then the crossings e and f are the tangencing points of the circles.

18. To draw a tangent between two circles.

Join the centers C and c of the given circles; draw the dotted circle arcs, and join the crossing m, n , which line cuts the center line at a . With aC as a diameter, draw the half circle afC ; and with ac as a diameter, draw the half circle cea ; then the crossings e and f are the tangencing points of the circles.

19. With a given radius r , draw a circle that will tangent the given line AB and the given circle CD .

Add the given radius r to the radius R of the circle, and draw the arc cd . Draw the line ce parallel with and at a distance r from the line AB . Then the crossing c is the center of the required circle that will tangent the given line and circle.

20. To find the center and radius of a circle that will tangent the given circle AB at C , and the line DE .

Through the given point C , draw the tangent GF ; bisect the angle FGE ; then O is the center of the required circle that will tangent AB at C , and the line DE .

21. To find the center and radius of a circle that

will tangent the given line AB at C , and the circle DE .

Through the point C , draw the line EF at right angles to AB ; set off from C the radius r of the given circle. Join G and F . With G and F as centers draw the arc crosses m and n . Join m and n , and where it crosses the line EF is the center for the required circles.

22.

To find the center and radius of a circle that will tangent the given line AB at C , and the circle DE .

From C , erect the perpendicular CG ; set off the given radius r from C to H . With H as a center and r as radius, draw the cross arcs on the circle. Through the cross arcs draw the line IG ; then G is the center of the circle arc FIC , which tangents the line at C and the circle at F .

23.

Between two given lines, draw two circles that will tangent themselves and the lines.

Draw the center line AB between the given lines; assume D to be the tangencing point of the circles; draw DC at right angles to AB . With C as center and CD as radius, draw the circle EDF . From E , draw Em at right angles to EF ; and from F draw Fm at right angles to FE ; then m and n are the centers for the required circles.

24.

Draw a circle that will tangent two given lines AB and CD inclined to one another and the one tangencing point E being given.

Draw the center line GF . From E , draw EF at right angles to AB ; then F is the center of the circle required.

25.

Draw a circle that will tangent two lines and go through a given point C on the line FC , which bisects the angle of the lines.

Through C draw AB at right angles to CF ; bisect the angles DAB and EBA , and the crossing on CF is the center of the required circle.

26.

To draw a *cyma*, or two circle arcs that will tangent themselves, and two parallel lines at given points A and B .

Join A and B ; divide AB into four equal parts and erect perpendiculars. Draw Am at right angles from A , and Bn at right angles from B ; then m and n are the centers of the circle arcs of the required *cyma*.

27.

To draw a *talon*, or two circle arcs, that will tangent themselves, and meet two parallel lines at right angles in the given points A and B .

Join A and B ; divide AB into four equal parts and erect perpendiculars; then m and n are the centers of the circle arcs of the required *talon*.

28.

To plot out a circle arc without recourse to its center, but its chord AB and height h being given.

With the chord as radius, and A and B as centers, draw the dotted circle arcs AC and BD . Through the point O draw the lines

AOO and BOO . Make the arcs $Co = Ao$ and $Do = Bo$. Divide these arcs into any desired number of equal parts, and number them as shown on the illustration. Join A and B with the divisions, and the crossings of equal numbers are points in the circle arc.

29.

To find the center and radius of a circle that will tangent the three sides of a triangle.

Bisect two of the angles in the triangle, and the crossing C is the center of the required circle.

30.

To inscribe an equilateral triangle in a circle.

With the radius of the circle and center C draw the arc DFE ; with the same radius, and D and E as centers, set off the points A and B . Join A and B , B and C , C and A , which will be the required triangle.

31.

To inscribe a square in a given circle.

Draw the diameter AB , and through the center erect the perpendicular CD , and complete the square as shown in the illustration.

32.

To describe a square about a given circle.

Draw the diameters AB and CD at right angles to one another; with the radius of the circle, and A , B , C , and D as centers, draw the four dotted half circles which cross one another in the corners of the square, and thus complete the problem.

33.

To inscribe a *pentagon* in a given circle.

Draw the diameter AB , and from the center C erect the perpendicular CD . Bisect the radius AC at E ; with E as center, and DE as radius, draw the arc DE , and the straight line DF is the length of the side of the pentagon.

34.

To construct a *pentagon* on a given line AB .

From B erect BC perpendicular to and half the length of AB ; join A and C prolonged to D ; with C as a center and CB as radius, draw the arc BD ; then the chord BB is the radius of the circle circumscribing the pentagon. With A and B as centers, and BD as radius, draw the cross O in the center.

35.

To construct a pentagon on a given line AB without resort to its center.

From B erect Bo perpendicular and equal to AB ; with C as center and Co as radius, draw the arc Do ; then AD is the diagonal of the pentagon. With AD as radius and A as center, draw the arc DE ; and with E as center and AB as radius, finish the cross E , and thus complete the pentagon.

36.

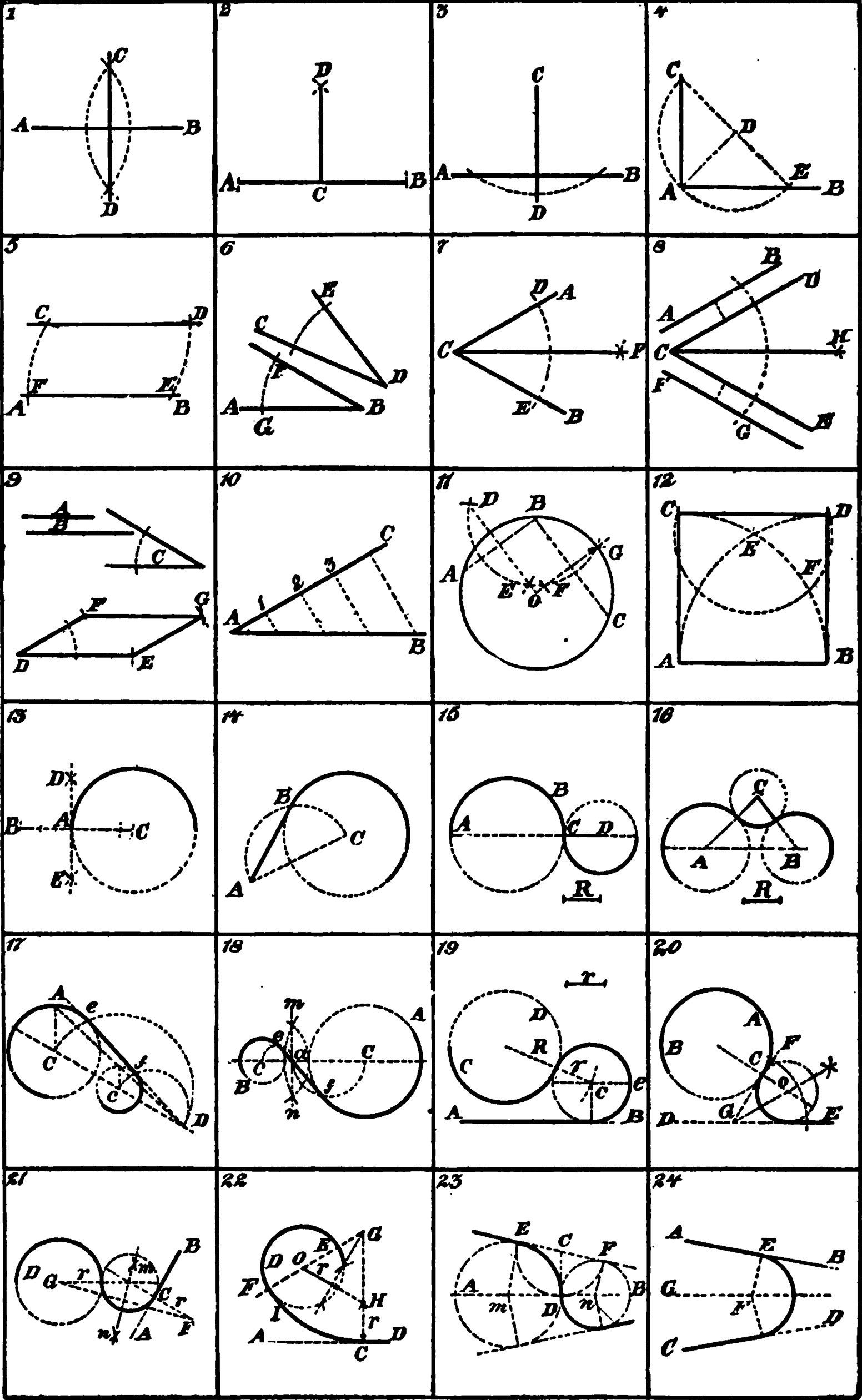
To construct a *hexagon* in a given circle.

The radius of the circle is equal to the side of the hexagon.

37.

To construct a *Heptagon*.

The apothem a in a hexagon is the length of the side of the heptagon.



Set off AB equal to the radius of the circle; draw a from the center C at right angles to AB ; then a is the required side of the heptagon.

38.

To construct an octagon on the given line AB . Prolong AB to C . With B as center and AB as radius, draw the circle $AFDE$; from B , draw BI at right angles to AB ; divide the angles ABD and DBC each into two equal parts; then BE is one side of the octagon. With A and E as centers, draw the arcs HKE and AKI , which determine the points H and I , and thus complete the octagon as shown in the illustration.

39.

To cut off the corners of a square, so as to make of it a regular octagon.

With the corners as centers, draw circle arcs through the center of the square to the side, which determines the cut-off.

40.

The area of a regular polygon is equal to the area of a triangle whose base is equal to the sum of all the sides, and the height a equal to the apothem of the polygon.

The reason of this is that the area of two or more triangles ABC and ADC having a common or equal base b and equal height h are alike.

41.

To construct any regular polygon on a given line AB without resort to its center.

Extend AB to C and, with B as center, draw the half circle ADB . Divide the half circle into as many parts as the number of sides in the polygon, and complete the construction as shown on the illustration.

42.

To construct an isometric ellipse by compasses and six circle arcs.

Divide OA and OB each into three equal parts; draw the quadrant AC . From C , draw the line Cc through the point 1. Through the points 2 draw de at an angle of 45° with the major axis. Then 2 is the center for the ends of the ellipse; e is the center for the arc dc ; and C is the center for the arc cf .

43.

To construct a Hyperbola by plotting.

Having given the transverse axis BC , vertexes Aa , and foci $f'f$. Set off any desired number of parts on the axis below the focus, and number them 1, 2, 3, 4, 5, etc. Take the distance $a1$ as radius, and, with f' as center, strike the cross 1 with $f'1 = a1$. With the distance $A1$, and the focus f as center, strike the cross 1 with the radius $F1 = A1$, and the cross 1 is a point in the hyperbola.

44.

To draw an Hyperbola by a pencil and a string.

Having given the transverse axis BC , foci f' and f , and the vertexes A and a . Take a rule and fix it to a string at e ; fix the other end of the string at the focus f . The length of the string should be such that when the rule R is in the position $f'C$, the loop of the string should reach to A ; then move the rule on the focus f' ,

and a pencil at P , stretching string, will trace the hyperbola.

45.

To construct a Parabola by plotting.

Having given the axis, vertex, and focus of the parabola. Divide the transverse axis into any desired number of parts 1, 2, 3, etc., and draw ordinates through the divisions; take the distance $A1$, and set it off on the 1st ordinate from the focus f to a , so that $A1 = fa$. Repeat the same operation with the other ordinates—that is, set off the distance $A5$ from f to e , so that $A5 = fe$; and so the parabola is constructed.

46.

To draw a Parabola with a pencil and a string.

Having given the two axes, vertex, and focus of the parabola. Take a square cde , and fix to it a string at c ; fix the other end of the string at the focus f . The length of the string should be such that when the square is in the position of the axis Af , the string should reach to the vertex A . Move the square along BB , and the pencil P will describe the parabola.

47.

Schiele's anti-friction curve.

R represents the radius of the shaft, and $C1, 2, 3$, etc., is the center line of the shaft. From o , set off the small distance oa ; and set off $a1 = R$. Set off the same small distance from a to b , and make $b2 = R$. Continue in the same way with the other points, and the anti-friction curve is thus constructed.

48.

Isometric Perspective.

This kind of perspective admits of scale measurements the same as any ordinary drawing, and gives a clear representation of the object. It is easily learned. All horizontal rectangular lines are drawn at an angle of 30° .

All circles are ellipses of proportion, as shown in No. 42, on the following page.

49.

To construct an ellipse.

With a as a center, draw two concentric circles with diameters equal to the long and short axes of the desired ellipse. Draw from o any number of radii, A, B , etc. Draw a line Bb' parallel to n and $b'b'$ parallel to m , then b is a point in the desired ellipse.

50.

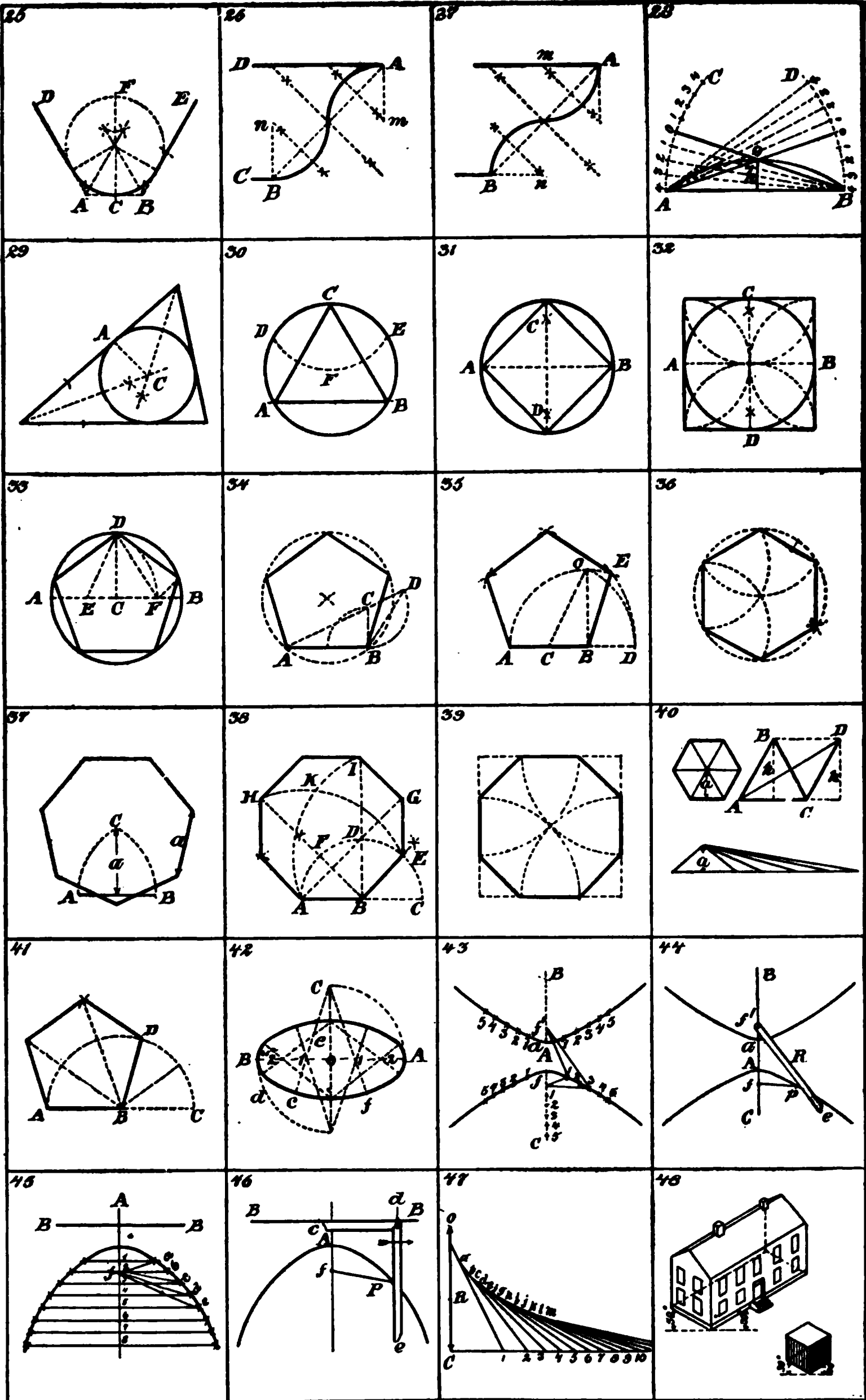
To draw an ellipse with a string.

Having given the two axes, set off from c half the great axis at a and b , which are the two focuses of the ellipse. Take an endless string as long as the three sides in the triangle abc , fix two pins or nails in the focuses, one in a and one in b , lay the string around a and b , stretch it with a pencil d , which then will describe the desired ellipse.

51.

To draw an ellipse by circle arcs.

Divide the long axis into three equal parts, draw the two circles, and where they intersect one another are the centers for the tangent arcs of the ellipse as shown by the figure.



52.

To draw an ellipse by circle arcs.

Given the two axes, set off the short axis from A to b , divide b into three equal parts, set off two of these parts from o towards c and c which are the centers for the ends of the ellipse. Make equilateral triangles on cc , when e will be the centers for the sides of the ellipse. If the long axis is more than twice the short one, this construction will not make a good ellipse.

53.

To construct an ellipse.

Given the two axes, set off half the long axis from c to f , which will be the two foci in the ellipse. Divide the long axis into any number of parts, say a to be a division point. Take A as radius and f as center and describe a circle arc about b , take a as radius and f as center describe another circle arc about b , then the intersection b is a point in the ellipse, and so the whole ellipse can be constructed.

54.

To draw an ellipse that will tangent two parallel lines in A and B .

Draw a semicircle on AB , draw ordinates in the circle at right angle to AB , the corresponding and equal ordinates for the ellipse to be drawn parallel to the lines, and thus the elliptic curve is obtained as shown by the figure.

55.

To construct a cycloid.

The circumference $C = 3.14 D$. Divide the rolling circle and base line C into a number of equal parts, draw through the division point the ordinates and abscissas, make $a a' = 1 d$, $b b' = 2 e$, $c c = 3 f$, then $a b'$ and c' are points in the cycloid. In the *Epicycloid* and *Hypocycloid* the abscissas are circles and the ordinates are radii to one common center.

56.

Evolute of a circle.

Given the pitch p , the angle v , and radius r . Divide the angle v into a number of equal parts, draw the radii and tangents for each part, divide the pitch p into an equal number of equal parts, then the first tangent will be one part, second two parts, third three parts, etc., and so the *Evolute* is traced.

57.

To construct a spiral with compasses and four centers.

Given the pitch of the spiral, construct a square about the center, with the four sides together equal to the pitch. Prolong the sides in one direction as shown by the figure, the corners are the centers for each arc of the external angles.

58.

To construct a Parabola.

Given the vertex A , axis x , and a point P . Draw AB at right angle to x , and BP parallel to x , divide AB and BP into an equal number of equal parts. From the vertex A draw lines to the divisions on BP , from the divi-

sions on AB draw the ordinates parallel to x , the corresponding intersections are points in the parabola.

59.

To construct a Parabola.

Given the axis of ordinate B , and vertex A . Take A as a center and describe a semicircle from B which gives the focus of the parabola at f . Draw any ordinate y at right angle to the abscissa $A x$, take a as radius and the focus f as a center, then intersect the ordinate y , by a circle-arc in P which will be a point in the parabola. In the same manner the whole Parabola is constructed.

60.

To draw an arithmetic spiral.

Given the pitch p and angle v , divide them into an equal number of equal parts, say 6: make $0 1 = 0 1$, $0 2 = 0 2$, $0 3 = 0 3$, $0 4 = 0 4$, $0 5 = 0 5$, and $0 6 =$ the pitch p ; then join the points 1, 2, 3, 4, 5 and 6, which will form the spiral required.

THE CIRCLE.

Notation of Letters.

d = diameter of the circle.
 r = radius of the circle.
 p = periphery or circumference.
 a = area of a circle or part thereof.
 b = length of a circle arc.
 c = chord of a segment, length of.
 h = height of a segment.
 s = side of a rectangular polygon
 v = center angle.
 w = polygon angle.

All measures must be expressed by the same unit.

FORMULAS FOR THE CIRCLE.

Periphery or Circumference.

$$p = \pi d = 3.14d.$$

$$p = 2\pi r = 6.28r.$$

$$p = 2 \sqrt{\pi a} = 3.54 \sqrt{a}.$$

$$p = \frac{2a}{r} = \frac{4a}{d}.$$

Diameter and Radius.

$$d = \frac{p}{\pi} = \frac{p}{3.14}$$

$$r = \frac{p}{2\pi} = \frac{p}{6.28}$$

$$d = 2 \sqrt{\frac{a}{\pi}} = 1.128 \sqrt{a}$$

$$r = \sqrt{\frac{a}{\pi}} = 0.564 \sqrt{a}.$$

Area of the Circle.

$$a = \frac{\pi d^2}{4} = 0.785d^2$$

$$a = \pi r^2 = 3.14r^2.$$

$$a = \frac{p^2}{4\pi} = \frac{p^2}{12.56}$$

$$a = \frac{pr}{2} = \frac{pd}{4}$$

$$\pi = 3.14159265358979323846264338327950288$$

$$2\pi = 6.283185$$

$$3\pi = 9.424778$$

$$4\pi = 12.566370$$

$$5\pi = 15.707963$$

$$6\pi = 18.849556$$

$$7\pi = 21.991148$$

$$8\pi = 25.132741$$

$$9\pi = 28.274334$$

$$\frac{1}{2}\pi = 0.785398$$

$$\frac{1}{3}\pi = 1.047197$$

$$\frac{1}{4}\pi = 1.570796$$

$$\frac{1}{5}\pi = 0.392699$$

$$\frac{1}{6}\pi = 0.523599$$

$$\frac{1}{7}\pi = 0.261799$$

$$\frac{1}{8}\pi = 2.094394$$

$$\frac{1}{360}\pi = 0.008726$$

$$\frac{1}{\pi} = 0.318310$$

$$\frac{2}{\pi} = 0.636619$$

$$\frac{3}{\pi} = 0.954929$$

$$\frac{4}{\pi} = 1.273239$$

$$\frac{6}{\pi} = 1.909859$$

$$\frac{8}{\pi} = 2.546478$$

$$\frac{12}{\pi} = 3.819718$$

$$\frac{360}{\pi} = 114.5915$$

$$\pi^2 = 9.869650$$

$$\sqrt{\pi} = 1.772453$$

$$\sqrt{\frac{1}{\pi}} = 0.564189$$

$$\sqrt{\frac{\pi}{2}} = 1.253314$$

$$\sqrt{\frac{2}{\pi}} = 0.797884$$

$$\text{Log. } \pi = 0.49714987$$

61. The periphery of a Circle is commonly expressed by the *Greek* letter $\pi = 3.14$ when the diameter $d = 1$ or the unit. For any other value of the diameter d , we will denote the periphery by the letter p , r = radius, and a = area of the circle. The periphery of a circle is equal to 3 14-100 times its diameter. c = chord.

62.

$$b = \frac{\pi r v}{180} = 0.0175 r v,$$

$$v = \frac{180b}{\pi r} = 57.296 \frac{b}{r}$$

63.

$$w = 180 - \frac{v}{2},$$

$$v = 2(180^\circ - w).$$

64.

$$r = \frac{c^2 + 4h^2}{8h} = \frac{e^2}{2h},$$

$$c = 2 \sqrt{2hr - h^2}.$$

65.

$$r = \frac{ac}{2\sqrt{a^2 - \left(\frac{a^2 + b^2 - c^2}{2b}\right)^2}}$$

66.

$$r = \frac{b\sqrt{a^2 - \left(\frac{a^2 + b^2 - c^2}{2b}\right)^2}}{a + b + c}.$$

67.

$$v = v, \quad w = w,$$

$$w + v = 180^\circ, \quad w > v.$$

68.

$$D = B + C, \quad A' + B' + C = 180^\circ,$$

$$B = D - C, \quad A + B + C = 180^\circ,$$

$$A' = A, \quad B' = B.$$

69.

$$A + B + C = 180^\circ,$$

$$A' = A, \quad B' = B.$$

70.

$$E + C = A + D = 180^\circ,$$

$$D = B + c,$$

$$E = A + B.$$

71.

$$(a + b)^2 = a^2 + 2ab + b^2.$$

72.

$$(a - b)^2 = a^2 - 2ab + b^2.$$

73.

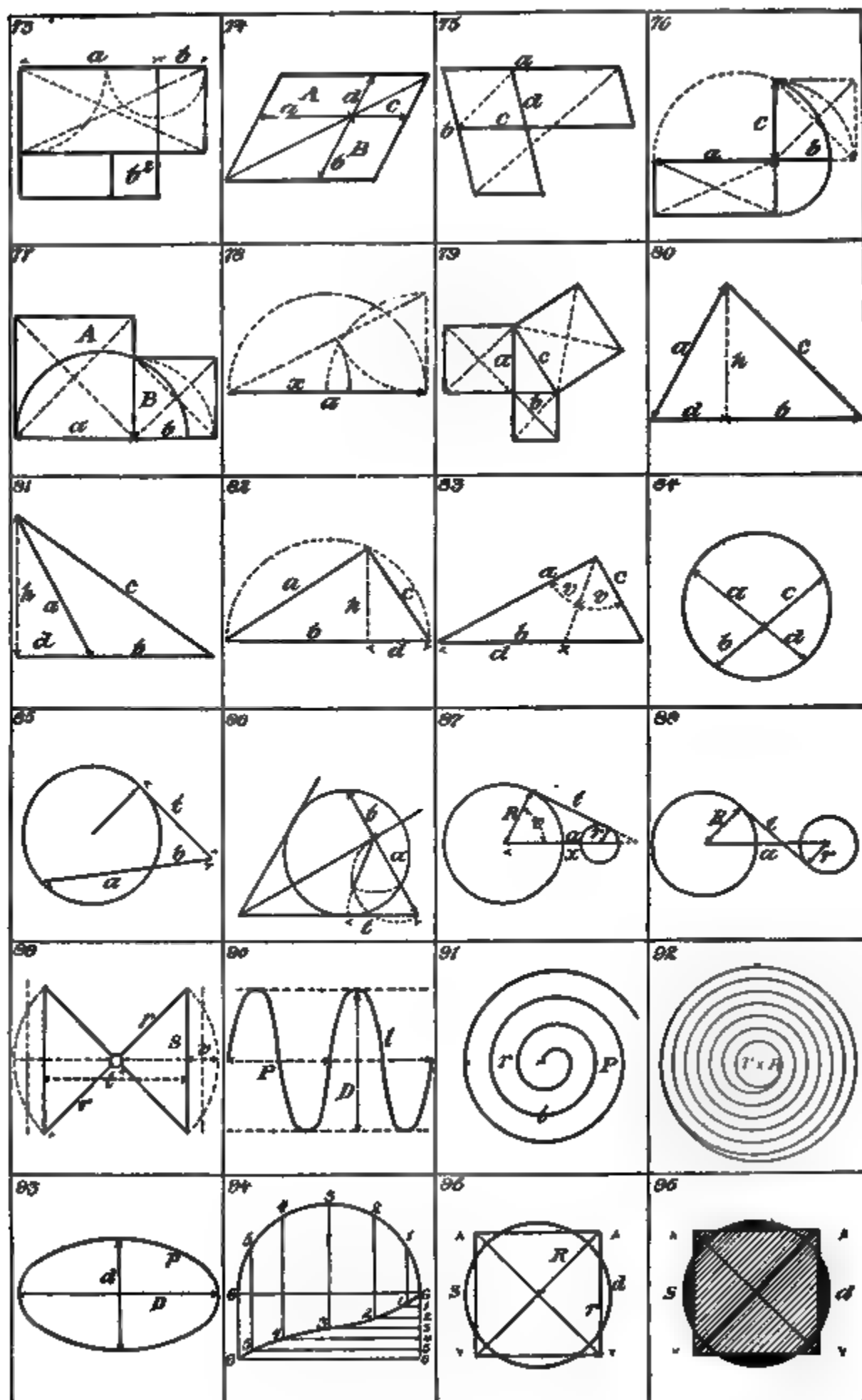
$$(a + b)(a - b) = a^2 - b^2.$$

74.

$$a : b = c : d,$$

$$ad = bc,$$

$$A = B.$$



75.

$$a : b = c : d,$$

$$ad = bc.$$

76.

$$a : c = c : b,$$

$$ab = c^2,$$

$$c = \sqrt{ab}.$$

77.

$$A : B = a : b.$$

78.

$$a : x = x : a - x,$$

$$x = \sqrt{a^2 + \left(\frac{a}{2}\right)^2} - \frac{a}{2}.$$

79.

$$c^2 = a^2 + b^2,$$

$$a^2 = c^2 - b^2,$$

$$b^2 = c^2 - a^2.$$

80.

$$c^2 = a^2 + b^2 - 2bd,$$

$$h = \sqrt{a^2 - d^2},$$

$$d = \frac{a^2 + b^2 - c^2}{2b}.$$

81.

$$c^2 = a^2 + b^2 + 2bd,$$

$$h^2 = \sqrt{a^2 - d^2},$$

$$d = \frac{c^2 - a^2 - b^2}{2b}.$$

82.

$$a : b = h : c,$$

$$h = \frac{ac}{b} = \frac{ad}{c},$$

$$d = \frac{c^2}{b} = \frac{ch}{a}.$$

83.

$$a : c = d : (b - d),$$

$$d = \frac{ab}{c + a},$$

$$v = v.$$

84.

$$a : c = b : d,$$

$$ad = bc.$$

85.

$$a : t = t : b,$$

$$t^2 = ab.$$

86.

$$t^2 = (a + b)(a - b),$$

$$t = \sqrt{a^2 - b^2}.$$

87.

$$x = \frac{aR}{R - r}, \quad a = \sqrt{t^2 + (R - r)^2},$$

$$t = \sqrt{a^2 - (R - r)^2}, \quad \sin v = \frac{t}{a}.$$

88.

$$t = \sqrt{a^2 - (R + r)^2},$$

$$a = \sqrt{t^2 + (R + r)^2}.$$

89.

$$V = r - \sqrt{r^2 - \frac{S^2}{4}} \quad l = 2r - V,$$

$$S = 2 \sqrt{r^2 - (r - V)^2} \quad r = \frac{1}{2}(l + V).$$

90.

$$P = \sqrt{\frac{l^2}{n^2} - \pi^2 d^2},$$

$$l = n \sqrt{\pi^2 d^2 + P^2},$$

$$n = \frac{l}{\sqrt{\pi^2 d^2 + P^2}}.$$

91.

To find the length of a Spiral.

$$i = \pi r n = \frac{\pi r^2}{P}, \quad n = \frac{l}{\pi r} = \frac{r}{P},$$

$$P = \frac{\pi r^2}{l} = \frac{r}{n}. \quad P = \text{Pitch}.$$

92.

To find the length of a Spiral.

$$l = \pi n (R + r),$$

$$l = \frac{\pi}{P} (R^2 - r^2).$$

93.

Periphery of an Ellipse.

$$p = 2 \sqrt{D^2 + 1.4674d^2}.$$

94.

To construct a screw Helix.

95.

To square a Circumference.

$$R = 0.555355 \quad d = 1.1107 \quad r = 0.7071 \quad S.$$

$$S = 0.785398 \quad d = 1.57079 \quad r = 1.4142 \quad R.$$

$$d = 1.27322 \quad S = 1.79740 \quad R = 2r.$$

96.

To square a Circleplane.

$$R = 0.626657 \quad d = 1.253314 \quad r = 0.7071 \quad S.$$

$$S = 0.886226 \quad d = 1.77245 \quad r = 1.4142 \quad R.$$

$$d = 1.12838 \quad S = 1.5367 \quad R = 2r.$$

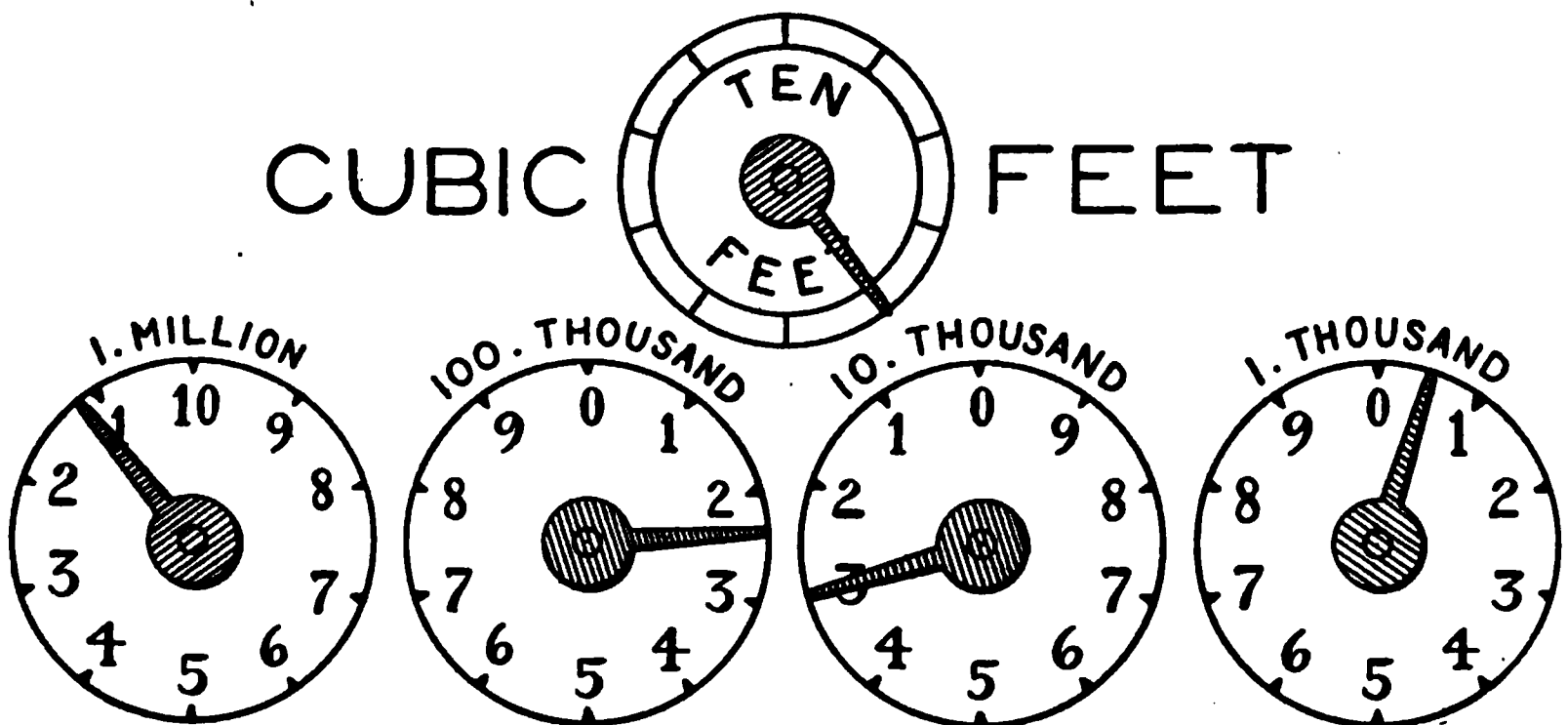
CHAPTER VI.

WEIGHTS AND MEASURES.

HOW TO READ A GAS METER.

The dial marked "1 THOUSAND" in the accompanying illustration is divided into hundreds; the dial marked "10 THOUSAND" is divided into thousands; that marked "100 THOUSAND" into ten-thousands, and that marked "1 MILLION" into hundred-thousands. When 1,000 cubic feet of gas have been consumed, the pointer on the dial marked "1 THOUSAND" will have made a complete rotation and the fact will be indicated by the pointer of the next dial at the left, which will point to the figure 1. When 10,000 cubic feet of gas have been consumed, the pointer on the "10 THOUSAND" dial will point to 1, and so on. In reading a gas meter, put down the hundreds first, then the thousands, and so on, always counting the figure just under, or

which has just been passed by, the pointer. In the illustration about half a hundred is indicated on the "1 THOUSAND" dial, three thousands is indicated on the next dial, two ten-thousands on the next dial, and one one-hundred-thousands on the "1 MILLION" dial. The reading will be 123,050. The dial marked "TEN FEET" is called the units dial. It is used for testing the meter to discover whether it is in working order or not. Each mark represents a cubic foot and the complete circle 10 cubic feet. If the pointer moves when no gas is burning, it indicates a leak. If it does not move when the gas is burning, or if its motion is unsteady, it indicates a derangement in the mechanism and shows that the meter requires attention.



GAS METER INDICATOR DIALS.

WEIGHTS AND MEASURES.

LINEAR MEASURE.

3 barleycorns, or ...	} 1 inch (in.)
13 lines, or	
72 points, or	
1,000 mils (mi.)	
3 inches	1 palm
4 inches	1 hand
9 inches	1 span
12 inches	1 foot (ft.)
18 inches	1 cubit
3 feet	1 yard (yd.)
2½ feet	1 military pace
5 feet	1 geometrical pace
2 yards	1 fathom
5½ yards	1 rod, pole, or perch
66 feet, or	} 1 Gunter's chain
4 rods	
40 poles, or	} 1 furlong (fur.)
220 yards	
8 furlongs, or	} 1 mile
1,760 yards, or	
5,280 feet	} 1 league
3 miles	

The hand is used to measure horses' height. The military pace is the length of the ordinary step of a man. One thousand geometrical paces were reckoned to a mile.

LAND MEASURE (LINEAR).

7.92 inches	1 link
100 links, or	} 1 chain (ch.)
66 feet, or	
22 yards, or	
4 poles	} 1 furlong (fur.)
10 chains	
80 chains, or	} 1 mile
8 furlongs	

LAND MEASURE (SQUARE).

144 sq. inches	1 square foot (sq. ft.)
9 square feet	1 square yard (sq. yd.)
30½ sq. yards	1 sq. pole, rod, or perch
16 sq. poles	1 square chain (sq. ch.)
40 sq. poles, or	} 1 sq. rood
1,210 sq. yards	
4 roods, or	} 1 acre*
10 sq. chs., or	
160 sq. poles, or	
4,840 sq. yds., or	} 1 sq. mile
43,560 sq. ft.	
640 acres, or	} 1 yard of land
3,097,600 sq. yds.	
30 acres	
100 acres	
40 hides	1 barony

* The side of a square having an area of an acre is equal to 69.57 linear yards.

CUBIC MEASURE.

1,728 cubic inches	1 cubic foot
27 cubic feet	1 cubic or solid yard

DRY MEASURE, U. S.

2 pints	1 quart (qt.)	Cu. In.
4 quarts	1 gallon (gal.)	= 67.20
2 gallons, or	} 1 peck	= 268.80
8 quarts		= 537.60
4 pecks	1 struck bushel	= 2150.42

LIQUID MEASURE, U. S.

4 gills	1 pint (O.)	Cu. In.
2 pints	1 quart (qt.)	= 28.875
4 quarts	1 gallon (gal.)	= 57.75
63 gallons	1 hogshead (hhd.)	= 231
2 hogsheads	1 pipe or butt	
2 pipes	1 tun	

APOTHECARIES' LIQUID MEASURE.

Apothecaries' or Wine Measure is used by pharmacists of this country. Its denominations are gallon, pint, fluid ounce, fluid drachm, and minim, as follows:

Cong.	O.	F. Oz.	F. Dr.	Minims
1 =	8 =	128 =	1,024 =	61,440
	1 =	16 =	128 =	7,680
		1 =	8 =	480
			1 =	60
				1

The Imperial Standard Measure is used by British pharmacists. Its denominations and their relative value are:

Gal.	Quarts.	Pints.	F. Oz.	F. Dr.	Minims
1 =	4 =	8 =	160 =	1,280 =	76,800
	1 =	2 =	40 =	320 =	19,200
		1 =	20 =	160 =	9,600
			1 =	8 =	480
				1 =	60

The relative value of United States Apothecaries' and British Imperial Measures is as follows:

—Imperial Measure.—

U. S. Apothecaries' Measure.	Pints.	F. Oz.	F. Dr.	Minims
1 Gallon = .83311 Gallon, or	6 13	2 22.85		
1 Pint = .83311 Pint, or	16	5 17.86		
1 Fl. Oz. = 1.04139 Fl. Oz., or	1	0 19.86		
1 Fl. Dr. = 1.04139 Fl. Dr. or		1	2.48	
1 Minim = 1.04139 Minim, or				1.04

OLD WINE AND SPIRIT MEASURE.

	Imperial Gals.
4 gills or quarters ...	1 pint
2 pints	1 quart
4 quarts (231 cu. in.) ..	1 gallon = .8333
10 gallons	1 anchor = 8.333
18 gallons	1 bunlet = 15
31½ gallons	1 barrel = 26.25
42 gallons	1 tierce = 35
63 gallons, or	} 1 hogshead = 52.5
2 barrels	
84 gallons, or	} 1 puncheon = 70
1½ hogsheads	
126 gallons, or	} 1 pipe or butt = 105
2 hogsheads, or ...	
1½ puncheons	} 1 tun = 210
2 pipes or	
3 puncheons	

Apothecaries' Weight is the official standard of the United States Pharmacopœia. In buying and selling medicines not ordered by prescriptions avoirdupois weight is used.

Lb.	Oz.	Dr.	Scr.	Gr.
1 =	12 =	96 =	288 =	5760
	1 =	8 =	24 =	480
		1 =	3 =	60
			1 =	20

WEIGHTS AND MEASURES—Continued

Avoirdupois Weight.—Used for weighing all goods except those for which troy and apothecaries' weight are employed.

Gross

or Long

Ton.	Cwt.	Qr.	Lb.	Oz.	Dr.
1	= 20	= 80	= 2,240	= 35,840	= 573,440
	1	= 4	= 112	= 1,792	= 28,672
		1	= 28	= 448	= 7,168
			1	= 16	= 256
				1	= 16

Short
or Net

Ton.	Cwt.	Qr.	Lb.	Oz.	Dr.
1	= 20	= 80	= 2,000	= 32,000	= 512,000
	1	= 4	= 100	= 1,600	= 25,600
		1	= 25	= 400	= 6,400
			1	= 16	= 256
				1	= 16

The "short" ton of 2,000 lbs. is used commonly in the United States. The British or "long" ton, used to some extent in the United States, contains 2,240 lbs., corresponding to a cwt. of 112 and a quarter of 28 lbs.

Troy Weight.—Used by jewelers and at the mints, in the exchange of the precious metals.

Lb.	Oz.	Dwt.	Gr.
1	= 12	= 240	= 5760
	1	= 20	= 480
		1	= 24

700 troy grains = 1 lb. avoirdupois.

175 troy pounds = 144 lb. avoirdupois.

175 troy ounces = 192 oz. avoirdupois.

437½ troy grains = 1 oz. avoirdupois.

1 troy pound = .8228 + lb. avoirdupois.

The common standard of weight by which the relative values of these systems are compared is the grain, which for this purpose may be regarded as the unit of weight. The pound troy and that of apothecaries' weight have each five thousand seven hundred and sixty grains; the pound avoirdupois has seven thousand grains.

The relative proportions and values of these several systems are as follows:

Troy.	Avoirdupois.
	Oz. Dr.
1 pound equals.....	13 2.65
1 ounce equals.....	1 1.55
1 dwt. equals.....	0 0.877

Troy.	Apothecaries'.
	Lb. Oz. Dr. Sc. Gr.
1 pound equals.....	1 0 0 0 0
1 ounce equals.....	0 1 0 0 0
1 dwt. equals.....	0 0 0 1 4
1 grain equals.....	0 0 0 0 1

Apothecaries'.	Avoirdupois.
	Oz. Dr.
1 pound equals.....	13 2.65
1 ounce equals.....	1 1.55
1 drachm equals.....	0 2.19
1 scruple equals.....	0 0.73

Apothecaries'.	Troy.
	Lb. Oz. Dwt. Gr.
pound equals.....	1 0 0 0
ounce equals.....	0 1 0 0
drachm equals.....	0 0 2 12
scruple equals.....	0 0 0 20

Avoirdupois.

	Lb.	(Troy.) Oz. Dwt. Gr.
1 long ton equals.....	2722	2 13 8
1 cwt. equals.....	136	1 6 16
1 quarter equals.....	34	0 6 16
1 pound equals.....	1	2 11 16
1 ounce equals.....		0 18 5½
1 drachm equals.....		0 1 3¼

Avoirdupois.

	Lb.	(Troy.) Oz. Dwt. Gr.
1 short ton equals.....	2430	6 13 8
1 cwt. equals.....	121 6	6 16
1 quarter equals.....	30 4	11 16

Avoirdupois.

	Lb.	(Apothecaries'). Oz. Dr. Scr. Gr.
1 pound equals.....	1	2 4 2 0
1 ounce equals.....	0	0 7 0 17½
1 drachm equals.....	0	0 0 1 7½

DIAMOND MEASURE.

16 parts = 1 grain = 0.8 troy grain.
4 grains = 1 carat = 3.2 troy grains.

TIME.

The unit of time measurement is the same among all nations. Practically it is 1/86400 of the mean solar day, but really it is a perfectly arbitrary unit, as the length of the mean solar day is not constant for any two periods of time. There is no constant natural unit of time.

1 minute	= 60 seconds.
1 hour	= 60 minutes, 3600 seconds.
1 day	= 24 hours, 1440 minutes, 86,400 seconds.
1 sidereal day	= 86164.1 seconds.
1 sidereal month	= 27.321661 mean solar days (average).
1 lunar month	= 29.530589 mean solar days (average).
1 anomalistic month	= 27.554600 mean solar days (average).
1 tropical month	= 27.321582 mean solar days (average).
1 nodical month	= 27.212222 mean solar days (average).
Mean solar year	= 365 d. 5 h. 48 m. 46.045 s. with annual variation of 0.00539.

The change in the length of the mean sidereal day, i.e., of the time of the earth's rotation upon its axis, amounts to 0.01252 s. in 2400 mean solar years.

ANGULAR MEASURE

60 seconds	= 1 minute
60 minutes	= 1 degree
60 degrees	= 1 sextant
90 degrees	= 1 right angle or quadrant
360 degrees	= 1 circle

GEOGRAPHICAL MEASURE

6087.15	feet = 1 geographical mile
1.15287	statute miles = 1 geographical mile
60	geographical miles = 1 degree of longitude at the Equator
69.168	statute miles = 1 degree of longitude at the Equator
360	degrees = circumference of earth at the Equator

WEIGHTS AND MEASURES—Continued

NAUTICAL MEASURE

- 6feet = 1 fathom
- 120fathoms = 1 cable length
- 6080.27feet = 1 nautical mile
- 1000fathoms = 1 nautical mile
- 1.15157statute miles = 1 nautical mile
- 3nautical miles = 1 league
- 1knot = a speed of 1 nautical mile per hour

In the United States the nautical mile is defined to be one sixtieth part of the length of a degree of a great circle of a sphere whose surface is equal in area to the area of the surface of the earth. In France, Germany and Austria the nautical mile has a length of 6,076.23 feet. In England the nautical mile is 6,080 feet.

Miles at sea are understood to be nautical miles. Therefore it is no more necessary to say "nautical" miles when speaking of a sea distance than to say "statute" miles when speaking of a land distance.

Landsmen are apt to confuse knots with nautical miles. A knot is not a measure of distance but a measure of speed, and the only measure of speed in the English language. When speaking of a vessel that travels, say 20 knots, we mean that the vessel is traveling at a speed of 20 nautical miles per hour; but the distance covered may be one nautical mile or a thousand, depending upon the length of time during which the 20-knot speed is maintained. Only landsmen use the expression "knots per hour." The "per hour" is superfluous and incorrect.

Following is a list of the lighthouses from Bremerhaven to Dover; figures expressed in sea miles. There is no table in existence which exactly corresponds with the excellent tables which we give from Fastnet Light to Flushing.

Hoheweg-Lighthouse.....	17
Rothsand-Lighthouse.....	26
Weser-Lightship.....	35
Borkum Lightship.....	100
Terschelling Lightship.....	146
Dover.....	340

PERPETUAL CALENDAR.

To find the day of the week for any given date.

1. Take the last two figures of the year, add ¼ of them (neglecting remainder). Thus: 1949 = 49 + 12 = 61.

2. Add for the month, if for Jan. or Oct., 1; May, 2; Aug., 3; Feb., Mar., or Nov., 4; June, 5; Sept. or Dec., 6; April or July, 0; if leap year (that is, if it be divisible by 4 without remainder) Jan., 0; Feb., 3.

3. Add day of month.
Divide the sum of these three by 7, and remainder gives the number of the day of the week.

Thus:—
What day of the week is 15th July, 1908?

1. 8 + 2 = 10
2. July = 0
3. 15th = 15

$$25 = 7 \times 3 + 4.$$

4th day of the week = Wednesday.

What day of the week was December 25th, 1905?

1. 5 + 1 = 6
2. Dec. = 6
3. 25th = 25

$$37 = 7 \times 5 + 2.$$

2nd day of the week = Monday.

The above only applies to 20th Century. For 19th Century, add 2, for 21st Century, add 6, 18th Century, 4, but before 1752 the "old style" was used.

DISTANCES IN DETAIL OF AMERICAN LIGHTS.

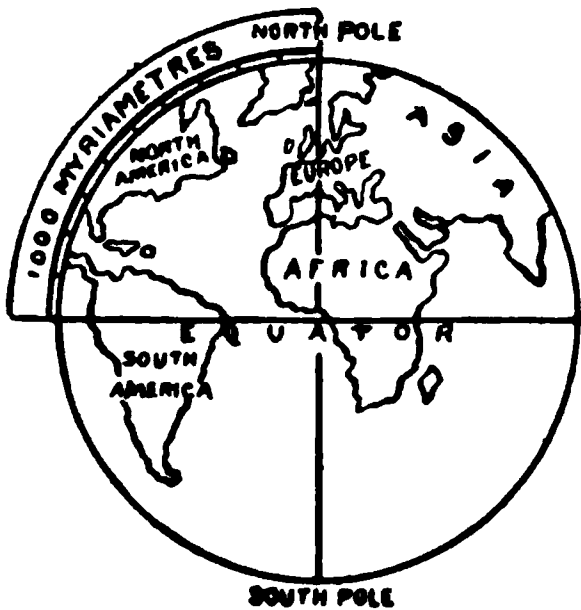
	Knots
New York to Sandy Hook.....	18
Sandy Hook to Ambrose Lightship.....	8
Ambrose Lightship to Fire Island.....	30
Fire Island to Shinnecock.....	35
Shinnecock to Nantucket Lightship.....	122

TABLE FOR CONVERTING NAUTICAL MILES TO STATUTE MILES.

Nauti- tical Miles	Statute Miles	Nauti- cal Miles	Statute Miles	Nauti- tical Miles	Statute Miles	Nauti- cal Miles	Statute Miles
1	1.152	14	16.122	27	31.092	40	46.063
2	2.303	15	17.274	28	32.244	41	47.214
3	3.455	16	18.425	29	33.396	42	48.366
4	4.606	17	19.577	30	34.547	43	49.518
5	5.758	18	20.728	31	35.699	44	50.670
6	6.909	19	21.880	32	36.850	45	51.821
7	8.061	20	23.031	33	38.002	46	52.972
8	9.213	21	24.183	34	39.153	47	54.124
9	10.364	22	25.335	35	40.305	48	55.275
10	11.516	23	26.486	36	41.457	49	56.427
11	12.667	24	27.638	37	42.608	50	57.578
12	13.819	25	28.789	38	43.760		
13	14.970	26	29.941	39	44.911		

DECIMAL SYSTEM—WEIGHTS AND MEASURES.

A meter is one ten-millionth of the distance from the equator to the North Pole.



The metric system, formed on the meter as the unit of length, has four other leading units, all connected with and dependent upon this. The *are*, the unit of surface, is the square of ten meters. The *liter*, the unit of capacity, is the cube of a tenth part of the meter. The *stere*, the unit of solidity, has the capacity of a cubic meter. The *gram*, the unit of weight, is the weight of that quantity of distilled water at its maximum density which fills the cube of a hundredth part of the meter. Each unit has its decimal multiple and sub-multiple, that is, weights and measures ten times larger or ten times smaller than the principal unit. The prefixes denoting the multiples are derived from the Greek, and are *deca*, ten; *hecto*, hundred; *kilo*, thousand; and *myria*, ten thousand. Those denoting sub-multiples are taken from the Latin, and are *deci*, ten; *centi*, hundred; *milli*, thousand.

Relative Value.	Length.	Surface.	Capacity.	Solidity.	Weight.
10,000.	Myriameter	.....	.....	.....	.....
1,000.	Kilometer	.....	Kiloliter	.....	Kilogram
100.	Hectometer	Hectare	Hectoliter	.....	Hectogram
10.	Decameter	.....	Decaliter	Dekastere	Decagram
Unit.	Meter	Are	Liter	Stere	Gram
0.1.	Decimeter	Deciare	Deciliter	Decistere	Decigram
0.01.	Centimeter	Centiare	Centiliter	.....	Centigram
0.001.	Millimeter	.....	Milliliter	.....	Milligram

APPROXIMATE EQUIVALENTS OF THE FRENCH (METRIC) AND ENGLISH MEASURES.

1 yard.	$\frac{1}{3}$ meter.
11 meters.	12 yards.
To convert meters into yards.	Add $\frac{1}{10}$ th.
1 meter = 1.1 yd.; 3.3 ft.	3 ft. $\frac{3}{4}$ inches ($\frac{1}{8}$ th less).
1 meter, by the Standards Commission.	40 inches (1.6 per cent less).
1 meter, by the Act of 1878.	= 39.38203 inches.
1 foot.	= 39.37079 inches.
1 inch.	3 decimeters (more exactly 3.048).
1 mile.	25 millimeters (more exactly 25.4).
1 kilometer.	1.6 or $1\frac{1}{5}$ kilometers (more exactly 1.60931).
1 chain (22 yards).	$\frac{1}{8}$ of a mile.
5 furlongs (1,100 yards).	20 meters (more exactly 20.1165).
1 square yard.	1 kilometer (more exactly 1.0058).
1 square meter.	$\frac{9}{10}$ square meter (more exactly .8361).
1 square inch.	$10\frac{1}{4}$ square feet.
1 square mile (640 acres).	$1\frac{1}{2}$ square yards.
1 acre (4840 square yards).	$6\frac{1}{4}$ square centimeters (more exactly 6.45).
1 cubic yard.	260 hectares (0.4 per cent less).
1 cubic meter.	4000 square meters (1.2 per cent more).
1 cubic meter.	$\frac{1}{2}$ cubic meter (2 per cent more).
1 cubic meter.	$1\frac{1}{4}$ cubic yards ($1\frac{1}{4}$ per cent less).
1 cubic meter of water.	$35\frac{1}{4}$ cubic feet (.05 per cent less).
1 kilogram.	1 long ton nearly.
1,000 kilograms.	2.2 pounds fully.
1 metric ton.	1 long ton nearly.
1 long hundredweight.	51 kilograms nearly.
1 United States hundredweight.	$45\frac{1}{4}$ kilograms nearly.

METRIC MEASURES.

Measures.	Metric to Customary.		Customary to Metric.	
LENGTHS	1 Millimeter	= 0.03937 inch	1 Inch	= 25.4001 millimeters
	1 Centimeter	= 0.3937 "	1 "	= 2.54001 centimeters
	1 Meter	= 39.37 "	1 "	= 0.0254 meter
	1 "	= 3.28083 feet	1 Foot	= 0.304801 "
	1 "	= 1.093611 yards	1 Yard	= 0.914402 "
	1 Kilometer	= 0.62137 mile	1 Mile	= 1.60935 kilometers
AREAS	1 Square Millimeter	= 0.00155 square inch	1 Square Inch	= 645.16 square millimeters
	1 Centimeter	= 0.1550 "	1 "	= 6.452 "
	1 " Meter	= 10.764 "	1 Foot	= 0.0929 "
	1 " "	= 1.1960 "	1 Yard	= 0.8361 "
	1 " Kilometer	= 0.3861 "	1 Mile	= 2.5900 "
	1 Hectare	= 2.471 acres	1 Acre	= 0.4047 hectares
VOLUMES	1 Cubic Millimeter	= 0.000061 cubic inch	1 Cubic Inch	= 16.387.2 cubic millimeters
	1 Centimeter	= 0.0610 "	1 "	= 16.3872 "
	1 " Meter	= 35.314 "	1 Foot	= 0.02832 "
	1 "	= 1.3079 "	1 Yard	= 0.7645 "
CAPACITY.....Liquid.....	1 Liter	= 1.05668 quarts	1 Quart	= 0.94636 liter
	1 "	= 0.26417 gallon	1 Gallon	= 3.78543 "
	1 Liter	= 0.9081 quart	1 Quart	= 1.1012 liters
	1 "	= 0.11351 peck	1 Peck	= 8.80982 "
	1 Decaliter	= 1.1351 bushels	1 "	= 0.8810 decaliter
	1 Hectoliter	= 2.83774 bushels	1 Bushel	= 0.35239 hectoliter
MASSES.....Avoirdupois.....	1 Gram	= 15.4324 grains	1 Grain	= 0.06480 gram
	1 "	= 0.03527 ounce	1 Ounce	= 28.3495 "
	1 Kilogram	= 2.20462 pounds	1 Pound	= 0.45359 kilogram
	1 Gram	= 0.03215 ounce	1 Ounce.	= 31.10348 grams
	1 Kilogram	= 2.67923 pounds	1 Pound	= 0.37324 kilogram
	1 Gram	= 0.2705 dram	1 Dram	= 3.6967 grams
Apothecaries'.....	1 "	= 0.8115 scruple	1 Scruple	= 1.2322 "

KILOMETRES AND MILES.

Kil.	Miles.	Kil.	Miles.	Kil.	Miles.	Kil.	Miles.
1=about	$\frac{1}{2}$	29=about	18	57=about	36.1	85=about	53.3
2	$1\frac{1}{2}$	30	$18\frac{1}{2}$	58	36.7	86	54
3	$1\frac{3}{4}$	31	19.7	59	37.3	87	$54\frac{1}{2}$
4	2 $\frac{1}{2}$	32	20	60	38	88	55.2
5	3.1	33	$20\frac{1}{2}$	61	38.9	89	55
6	$3\frac{1}{2}$	34	21.2	62	39.2	90	$56\frac{1}{2}$
7	4.7	35	$21\frac{1}{2}$	63	$39\frac{1}{2}$	91	$56\frac{1}{2}$
8	5	36	$22\frac{1}{2}$	64	40.4	92	57.4
9	$5\frac{1}{2}$	37	23 1	65	41	93	58
10	6.2	38	23.7	66	41.9	94	58 1-5
11	$6\frac{1}{2}$	39	24.3	67	42.2	95	$59\frac{1}{2}$
12	$7\frac{1}{2}$	40	24.8	68	$42\frac{1}{2}$	96	59 5-6
13	8.1	41	25 1-3	69	43	97	$60\frac{1}{2}$
14	8.7	42	$26\frac{1}{2}$	70	43.9	98	61.1
15	9.3	43	27.1	71	44.2	99	61.8
16	10	44	$27\frac{1}{2}$	72	$44\frac{1}{2}$	100	62.1
17	10.9	45	28.7	73	$45\frac{1}{2}$	200	124.3
18	11.2	46	29	74	46	300	186
19	$11\frac{1}{2}$	47	$29\frac{1}{2}$	75	46.6	400	$248\frac{1}{2}$
20	12.4	48	30.2	76	$47\frac{1}{2}$	500	310.7
21	13	49	$30\frac{1}{2}$	77	47 5-6	600	372.8
22	13.6	50	$31\frac{1}{2}$	78	$48\frac{1}{2}$	700	435
23	$14\frac{1}{2}$	51	32.7	79	49.1	800	497.1
24	14 5-6	52	33	80	49.6	900	559.1
25	$15\frac{1}{2}$	53	$33\frac{1}{2}$	81	$50\frac{1}{2}$	1000	621.8
26	16.1	54	34.2	82	$51\frac{1}{2}$		
27	$16\frac{1}{2}$	55	$34\frac{1}{2}$	83	52.1		
28	17.7	56	$35\frac{1}{2}$	84	52.7		

TABLE OF DECIMAL EQUIVALENTS
OF FRACTIONS OF AN INCH.

$\frac{1}{2}$ = .015625	$\frac{1}{4}$ = .34375	$\frac{3}{4}$ = .671875
$\frac{1}{3}$ = .08125	$\frac{1}{2}$ = .50000	$\frac{2}{3}$ = .66666
$\frac{2}{3}$ = .046875	$\frac{3}{4}$ = .37500	$\frac{1}{3}$ = .33333
$\frac{1}{6}$ = .0625	$\frac{1}{2}$ = .390625	$\frac{2}{3}$ = .27777
$\frac{1}{4}$ = .078125	$\frac{3}{4}$ = .40625	$\frac{1}{3}$ = .22222
$\frac{1}{3}$ = .09375	$\frac{1}{2}$ = .421875	$\frac{2}{3}$ = .18750
$\frac{1}{2}$ = .109375	$\frac{3}{4}$ = .4375	$\frac{1}{3}$ = .15625
$\frac{1}{3}$ = .125	$\frac{1}{2}$ = .453125	$\frac{2}{3}$ = .12500
$\frac{1}{4}$ = .140625	$\frac{3}{4}$ = .46875	$\frac{1}{3}$ = .09375
$\frac{1}{5}$ = .15625	$\frac{1}{2}$ = .484375	$\frac{2}{3}$ = .08125
$\frac{1}{3}$ = .171875	$\frac{3}{4}$ = .50	$\frac{1}{3}$ = .06875
$\frac{1}{4}$ = .1875	$\frac{1}{2}$ = .515625	$\frac{2}{3}$ = .05625
$\frac{1}{5}$ = .203125	$\frac{3}{4}$ = .53125	$\frac{1}{3}$ = .04375
$\frac{1}{3}$ = .21875	$\frac{1}{2}$ = .546875	$\frac{2}{3}$ = .03125
$\frac{1}{4}$ = .234375	$\frac{3}{4}$ = .5625	$\frac{1}{3}$ = .01875
$\frac{1}{5}$ = .25	$\frac{1}{2}$ = .578125	$\frac{2}{3}$ = .00625
$\frac{1}{3}$ = .265625	$\frac{3}{4}$ = .59375	$\frac{1}{3}$ = .00000
$\frac{1}{4}$ = .28125	$\frac{1}{2}$ = .609375	
$\frac{1}{5}$ = .296875	$\frac{3}{4}$ = .625	
$\frac{1}{3}$ = .3125	$\frac{1}{2}$ = .640625	
$\frac{1}{4}$ = .328125	$\frac{3}{4}$ = .65625	

WEIGHT OF BELLS.

Kremlin, Moscow, Russia.....	432,000	lbs.
Mengoan, Burmah, India.....	201,600	"
St. Ivans, Moscow, Russia.....	127,350	"
Great Bell of Pekin, China.....	120,000	"
Maha Ganda, Burmah, India.....	95,000	"
Nishni Novgorod, Russia.....	69,664	"
Church of the Redeemer, Moscow, Russia	60,736	"
St. Paul's, London, England.....	42,000	"
Olmütz, Bohemia, Austria.....	40,320	"
Vienna, Austria	40,200	"
Westminster, London, England, St. Stephen's Tower, House of Parliament	35,620	"
Erfurt, Saxony, Germany.....	30,800	"
Notre Dame, Paris, France.....	28,670	"
Montreal, Canada	28,560	"
City Hall, New York, U. S. A....	22,500	"
Liberty Bell, Philadelphia, U. S. A.		

The three towers of the Houses of Parliament stand up from behind Westminster Hall. On the left next to Westminster Bridge is the Clock Tower (St. Stephen's Tower), (Darlington's London), containing the enormous bell known as "Big Ben."—See Ency. Britannica, p. 539. Big Ben (cracked), bet. 13 and 14 tons.

LENGTH OF CELEBRATED BRIDGES.

NAME.	Longest Span.	Total Length.	Type.	Spanning.
Forth, Scotland.....	1710	8,296	Cantilever	Firth of Forth
Williamsburg, N. Y.....	1600	7,200	Suspension	East River
Brooklyn, N. Y.....	1595 $\frac{1}{2}$	5,986	"	"
Manhattan, N. Y.....	1470	9,900	"	"
Queensboro, N. Y.....	1182	7,450	Cantilever	"
Niagara (Low Falls), N. Y.....	821	1,040	Suspension	Niagara River
Niagara, N. Y.....	550	910	Cantilever	"
Washington Bridge, N. Y.....	509	2,300	Composite	Harlem River
Firth of Tay, Scotland.....	245	10,779	Girder	Firth of Tay

STATUTORY WEIGHTS OF THE BUSHEL.

Courtesy of "International Harvester Company Almanac and Encyclopedia."

STATE OR TERRITORY	Wheat	Rye	Oats	Barley	Buckwheat	Shelled corn	Corn on cob	Cornmeal unbolt	Bran	Malt	Potatoes, Irish	Potatoes, sweet	Carrots	Onions	Turnips, English	Beets	Beans	Peas	Apples	Dried apples	Dried peaches	Castor beans	Flaxseed	Hemp seed	Millet seed	Timothy seed	Blue grass seed	Hungarian grass seed	Clover seed	
United States	60	56	32	48	42			48		34	60						60	60				50	56							
Alabama	60	56	32	47		56	70	48			60	55			55		60	60		24	33									
Alaska																														
Arizona	60	56	32	45													55													
Arkansas	60	56	32	48	52	56	70	48	20		60	50		57	57		60	60	50	24	33		56		50	60	14		60	
California	60	54	32	50	40																									
Colorado	60	56	32	48	52		70	50			60			57			60							44		45	14		60	
Connecticut	60	56	32	48	48			50	20		60	54	50	52	50	60	60	60	48	25	33		55						60	
Delaware	60							48																						
Dist. Col.	60										60																			
Florida	60	56	32	48		56	70	48	20		60	60		56	54		60	60	48	24		48		50						
Georgia	60	56	32	47	52	56	70	48	20		60	55		57	55		60	60		24	33		56	44		45	14		60	
Hawaii	60	56	32	48																										
Idaho	60	56	36	48	42						60								45	28	28		56						60	
Illinois	60	56	32	48	52	56	70	48	20	38	60	50		57	55		60			24	33	46	56	44		45	14		60	
Indiana	60	56	32	48	50	56	68	50		35	60	55		48	55		60			25	33	46							60	
Iowa	60	56	32	48	52	56	70		20		60	46		57			60		48	24	33	46	56	44	50	45	14	50	60	
Kansas	60	56	32	48	50		70	50	20	32	60	50		57	55		60		48	24	33	46	56	44	50	45	14	50	60	
Kentucky	60	56	32	47	56	56	70	50	20		60	55		57	60		60	60		24		45	56	44	50	45	14	50	60	
Louisiana	60	56																												
Maine	60	50	32	48	48			50			60		50	52	50	60	60	60	44											
Maryland		28									56																			
Massachusetts	60	56	32	48	48	50		50	20		60	54	50	52			60	60	48	25			55						60	
Michigan	60	56	32	48	48	56	70	50			60	56		54	56		60	60	48	22		46	56	44	50	45	14	50	60	
Minnesota	60	56	32	48	50	56	70				60	55	45	52		50	60	60	50	28				50	48	45	14	48	60	
Mississippi	60	56	32	48	48	56	72	48	20	38	60	60		57	55		60	60		26		46	56	44	50	45	14	50	60	
Missouri	60	56	32	48	52	56	70	50	20	38	60	56	50	57	42		60	60	48	24		46	56	44	50	45	14	48	60	
Montana	60	56	32	48	52	56	70	50	20	30	60		50	57		50	60	60	45				56	44		45	14	50	60	
Nebraska	60	56	32	48	52	56	70	50	20	30	60	50		57	55		60	60		24		46	56	44	50	45	14	50	60	
Nevada																														
New Hampshire	60	56	32				50				60						62	60												
New Jersey	60	56	30	48	50						60	54		57			60	60	50	25			55						64	
New Mexico																														
New York	60	56	32	48	48		50	20			60	54	50	57			60	60	48	25			55						60	
North Carolina	60	56	32	48	50		48										60						55						60	
North Dakota	60	56	32	48	42	56	70		30		60	46		52	60	60	60	60	50			56		50	45				60	
Ohio	60	56	32	48	50	56	68			34	60	50	50	55	60	56	60	60	50	24			56	44	50	45		50	60	
Oklahoma	60	56	32	48	42	56	70		30		60	46		52	50	60	60	60				56							60	
Oregon	60	56	32	46	42						60									45	28								60	
Pennsylvania	60	56	32	47	48						56			50															60	
Rhode Island	60	56	32	48	48	56	70	50	20	38	60	54	50	50	50	50	60	60	48	25		46	56	44	50	45		50	60	
South Carolina							48																							
South Dakota	60	56	32	48	42	56	70		20		60	46		52	60	60	60	60				56							60	
Tennessee	60	5	32	48	50	56	7	48			50	50	50	56	50	50	60	60	50	24		46	56	44	50	45	14	48	60	
Texas	60	56	32	48	42	56	70		20		60	55		57	55		60		45	28			56	44	50	45		48	60	
Utah																														
Vermont	60	56	32	48	48	56					60		50	52	60	60	62	60	46										60	
Virginia	60	56	34	48	52	56	70	50		38	56	56		57	55		60	60		28	32		56	44	50	45	14	48	60	
Washington	60	56	32	48	42						60								45	28			56						60	
West Virginia	60	56	32	48	52						60						60			25			56						60	
Wisconsin	60	56	32	48	50		50	20	34	60	54	50	57	42	50	60	60	60	25			56	44	50	45				48	60
Wyoming																														

Note.—Rye meal takes 48 pounds to the bushel in the District of Columbia and 50 in Maine, Massachusetts, New York, Rhode Island and Wisconsin. Felled dried peaches take 38 pounds to the bushel in Alabama and 40 in Virginia. The metric system is used in the Philippines and Porto Rico.

STEAM PRESSURE AND TEMPERATURE.

Pressure in Lbs. per Sq. In.	Corresponding Temperature, Fahrenheit.	Pressure in Lbs. per Sq. In.	Corresponding Temperature, Fahrenheit.	Pressure in Lbs. per Sq. In.	Corresponding Temperature, Fahrenheit.
10	192.4	65	301.3	140	357.9
15	212.8	70	306.4	150	363.4
20	228.5	75	311.2	160	368.7
25	241.0	80	315.8	170	373.6
30	251.8	85	320.1	180	378.4
35	260.9	90	324.3	190	382.9
40	269.1	95	328.2	200	387.3
45	276.4	100	332.0	210	391.5
50	282.2	110	339.2	220	395.5
55	289.3	120	345.8	230	399.4
60	295.6	130	352.1	240	403.1

TABLE OF TEMPERATURE.

Degree of Fahr.

2,786.	Cast iron melts (Daniell).
1,996.	Copper melts (Daniell).
1,947.	Gold melts.
1,873.	Silver melts (Daniell).
1,750.	Brass (containing 25% of zinc) melts (Daniell).
1,000.	Iron, bright cherry red (Poillet).
990.	Red heat, visible in daylight (Daniell).
941.	Zinc begins to burn (Daniell).
773.	Zinc melts (Daniell).
644.	Mercury boils (Daniell), 662 (Graham).
640.	Sulphuric acid boils (Maignac), 620 (Graham).
630.	Whale oil boils (Graham).
617.	Pure lead melts (Rudberg).
600.	Linseed oil boils.
518.	Bismuth melts (Gmelin).
442.	Tin melts (Crichton).
390.	Arsenious acid volatilizes.
356.	Metallic arsenic sublimes.
315.	Oil of turpentine boils (Kaure).
302.	Etherification ends.
257.	Saturated sol. of sal ammoniac boils (Taylor).
256.	Saturated sol. of acetate of soda boils.
239.	Sulphur melts (Miller), 226 (Fownes).
233.	Saturated sol. of nitre boils.
221.	Saturated sol. of salt boils (Paris Codex).
220.	Saturated sol. of alum, carb. soda, and sulph. zinc boil.
218.	Saturated sol. of chlorate and prussiate potash boil.
216.	Saturated sol. of sulph. iron, sulph. copper, nitrate of lead, boil.
214.	Saturated sol. of acetate lead, sulph. and bitartrate potash, boil.
213 or (213.6).	Water begins to boil in glass.
212.	Water boils in metal, barometer at 30°.

Degree of Fahr.

211.	Alloy of 5 bismuth, 3 tin, 2 lead, melts.
201.	Alloy of 8 bismuth, 5 lead, 3 tin, melts (Kane).
207.	Sodium melts (Regnault).
195.	Nitric acid 1.52 begins to boil.
180 (about).	Starch forms a gelatinous compound with water.
176.	Rectified spirit boils, benzol distils.
173.	Alcohol (sp. gr. .796 to .806) boils.
151.	Beeswax melts (Kane), 142 (Lepage).
150.	Pyroxylic spirit boils (Scanlan).
145.	White of egg begins to coagulate.
141.8.	Chloroform, and ammonia of .945, boil.
132.	Acetone (pyroacetic spirit) boils (Kane).
122.	Mutton suet and styracine melt.
116.	Bisulphuret of carbon boils (Graham).
115.	Pure tallow melts (Lepage), 92 (Thomson).
112.	Spermaceti and stearin of lard melt.
111.	Phosphorus melts (Miller).
98.	Temperature of the blood.
95.	Ether (.720) boils.
95.	Carbolic acid crystals become an oily liquid.
88.	Acetous fermentation ceases, water boils in vacuo.
77.	Vinous ferm. ends, acetous ferm. begins.
64.4.	Oil of anise liquefies.
59.	Gay Lussac's Alcomètre graduated at.
55.	Syrups to be kept at.
30 (about).	Olive oil becomes partially solid.
32.	Water freezes.
5.	Cold produced by snow 2 parts and salt 1 part.
-37.9.	Mercury freezes.

—Cooley.

APPROXIMATE PERCENTAGE VARIATION IN RESISTANCE AT ABOUT 20° C. (68° F.)

Metal or Alloy.	(a) Per 1° C.	(a) Per 1° F.
Platinum Silver (1 pt. Platinum to 2 pts. Silver), hard or annealed.....	0.031	0.017
German Silver, hard or annealed.....	0.044	0.024
Mercury.....	0.072	0.040
Bismuth, pressed.....	0.354	0.197
Gold, annealed.....	0.365	0.203
Zinc, pressed.....	0.365	0.203
Tin.....	0.365	0.203
Silver, annealed.....	0.377	0.209
Lead, pressed.....	0.387	0.215
Copper, annealed.....	0.428	0.238
Iron (about).....	0.5	0.278

—Practical Engineer's Electrical Pocket-Book and Diary.

HEAT AND ELECTRICAL CONDUCTIVITY.

Substances.	Heat Conductivity.	Electrical Conductivity.
Silver.....	100.0	100.0
Copper.....	73.6	73.3
Gold.....	53.2	58.5
Brass.....	23.6	21.5
Zinc.....	19.9	
Tin.....	14.5	22.6
Steel.....	12.0	
Iron.....	11.9	13.0
Lead.....	8.5	10.7
Platinum.....	6.4	10.3
Palladium.....	6.3	
Bismuth.....	1.8	1.9

RESISTANCE AND WEIGHT TABLE.

American gauge for cotton and silk-covered and bare copper wire.—The resistances are calculated for pure copper wire.
The number of feet to the pound is only approximate for insulated wire.

No.	Diameter.	Feet per Pound.			Resistance, Naked Copper.			
		Cotton Covered.	Silk Covered.	Naked.	Ohms per 1,000 Feet.	Ohms per Mile.	Feet per Ohm.	Ohms per Pound.
8	.12849			20	6259	3.3	1600	.0125
9	.11443			25	.7892	4.1	1272	.0197
10	.10189			32	.8441	4.4	1185	.0270
11	.09074			40	1.254	6.4	798	.0501
12	.08081	42	46	50	1.580	8.3	633	.079
13	.07196	55	60	64	1.995	10.4	504	.127
14	.06408	68	75	80	2.504	13.2	400	.200
15	.05707	87	95	101	3.172	16.7	316	.320
16	.05082	110	120	128	4.001	23	230	.512
17	.04525	140	150	161	5.04	26	198	.811
18	.0403	175	190	203	6.36	33	157	1.29
19	.03539	220	240	256	8.25	43	121	2.11
20	.03196	280	305	324	10.12	53	99	3.27
21	.02846	360	390	408	12.76	68	76.5	5.20
22	.02535	450	490	514	16.25	85	61.8	8.35
23	.02257	560	615	649	20.30	108	48.9	13.3
24	.0201	715	775	818	25.60	135	39.0	20.9
25	.0179	910	990	1,030	32.2	170	31.0	33.2
26	.01594	1,165	1,265	1,300	40.7	214	24.6	52.9
27	.01419	1,445	1,570	1,640	51.3	270	19.5	84.3
28	.01264	1,810	1,970	2,070	64.8	343	15.4	134
29	.01126	2,280	2,480	2,617	81.6	432	12.2	213
30	.01002	2,805	3,050	3,287	103	538	9.8	338
31	.00893	3,605	3,920	4,144	130	685	7.7	539
32	.00795	4,535	4,930	5,227	164	865	6.1	856
33	.00708		6,200	6,590	206	1033	4.9	1357
34	.0063		7,830	8,330	260	1389	3.8	2166
35	.00561		9,830	10,460	328	1820	2.9	3521
36	.005		12,420	13,210	414	2200	2.4	5469

WEIGHT IN POUNDS PER MILE OF COPPER WIRE.

Num- ber.	Roeb- ling.	Bir- ming- ham.	Brown & Sharpe.	English Legal Stand- ard.	Num- ber.	Roeb- ling.	Bir- ming- ham.	Brown & Sharpe.	English Legal Stand- ard.
0000	2,466	3,286	2,375	2,555	14	102	110	65	102
000	2,092	2,884	2,677	2,210	15	83	82	52	83
00	1,750	2,305	2,123	1,933	16	64	68	41	65
0	1,504	1,846	1,684	1,682	17	47	53	33	50
1	1,278	1,437	1,335	1,437	18	35	38	26	37
2	1,104	1,287	1,058	1,216	19	27	28	20	26
3	950	1,071	839	1,012	20	19	19	16	20
4	808	904	665	860	21	16	16	13	16
5	684	773	528	718	22	12	12	10	12
6	588	657	418	588	23	10	10	8	9
7	500	517	332	495	24	8	7	6	7
8	419	435	263	400	25	6	6	4	6
9	350	350	209	332	26	5	5	4	5
10	291	287	166	263	27	4	4	3	4
11	230	230	131	215	28	4	3	2	3
12	176	190	104	173	29	3	2	2	3
13	135	144	83	135	30	3	2	1	2

WIRE GAUGES, IN DECIMAL PARTS
OF AN INCH.

Num- ber of Wire Gauge.	Roeb- ling.	Brown & Sharpe.	Bir- ming- ham or Stubbs.	Eng- lish Legal Stand- ard.	Old Eng- lish, or Lon- don.
000000	0.46	.....	.....	0.404	.....
00000	0.43	.....	.....	0.432	.....
0000	0.393	0.46	0.454	0.4	0.454
000	0.362	0.40964	0.425	0.372	0.425
00	0.331	0.3648	0.380	0.348	0.38
0	0.307	0.32495	0.340	0.324	0.34
1	0.283	0.2893	0.3	0.3	0.3
2	0.263	0.25763	0.284	0.276	0.284
3	0.244	0.22942	0.259	0.252	0.259
4	0.225	0.20431	0.238	0.232	0.238
5	0.207	0.18194	0.22	0.212	0.22
6	0.192	0.16202	0.203	0.192	0.203
7	0.177	0.14428	0.18	0.176	0.18
8	0.162	0.12849	0.165	0.16	0.165
9	0.148	0.11443	0.148	0.144	0.148
10	0.135	0.10189	0.134	0.128	0.134
11	0.12	0.09074	0.12	0.116	0.12
12	0.105	0.08081	0.109	0.104	0.109
13	0.092	0.07196	0.095	0.092	0.095
14	0.08	0.06408	0.083	0.08	0.083
15	0.072	0.05700	0.072	0.072	0.072
16	0.063	0.05082	0.065	0.064	0.065
17	0.054	0.04525	0.058	0.056	0.058
18	0.047	0.0403	0.049	0.048	0.049
19	0.041	0.03589	0.042	0.04	0.04
20	0.035	0.03196	0.035	0.036	0.035
21	0.032	0.02846	0.032	0.032	0.0315
22	0.028	0.02534	0.028	0.028	0.0295
23	0.025	0.02257	0.025	0.024	0.027
24	0.023	0.0201	0.022	0.022	0.025
25	0.02	0.0179	0.02	0.02	0.023
26	0.018	0.01594	0.018	0.018	0.0205
27	0.017	0.01419	0.016	0.0164	0.01875
28	0.016	0.01264	0.014	0.0148	0.0165
29	0.015	0.01125	0.013	0.0136	0.0155
30	0.014	0.01002	0.012	0.0124	0.01375
31	0.0135	0.00893	0.010	0.0116	0.01225
32	0.013	0.00795	0.009	0.0108	0.01125
33	0.011	0.00708	0.008	0.01	0.01025
34	0.01	0.0063	0.007	0.0092	0.0095
35	0.0095	0.00561	0.005	0.0084	0.009
36	0.009	0.005	0.004	0.0076	0.0075

TABLE INDICATING SIZE, WEIGHT,
AND LENGTH OF IRON AND STEEL
WIRE.

Gauge Num- bers	Diam- eter, Ins.	W'ght of 100 Feet. Lbs.	W'ght of One Mile, Lbs.	Feet in 2000 Lbs.	Area, Square Ins.
3-0	362	34.73	1834	5,759	102921
2-0	331	29.04	1533	6,886	086049
1-0	307	25.00	1318	8,000	074023
1	283	21.23	1121	9,425	062901
2	263	18.34	968	10,905	054325
3	244	15.78	833	12,674	046759
4	225	13.39	707	14,936	039760
5	207	11.35	599	17,621	033653
6	192	9.73	514	20,555	028952
7	177	8.30	439	24,906	024605
8	162	6.96	367	28,734	020612
9	148	5.80	308	34,483	017203
10	135	4.83	255	41,408	014313
11	120	3.82	202	52,350	011309
12	105	2.92	154	68,493	008659
13	092	2.24	118	89,286	006647
14	080	1.69	89	118,343	005020
15	072	1.37	72	145,985	004071
16	063	1.05	55	190,476	003117
17	054	0.77	41	259,740	002290
18	047	0.58	31	344,827	001734
19	041	0.45	24	444,444	001320
20	035	0.32	17	625,000	000962
21	032	0.27	14	740,741	000804
22	028	0.21	11	952,381	000615
23	025	0.175	9.24		000491
24	023	0.140	7.39		000415
25	020	0.116	6.124		000314
26	018	0.093	4.91		000254
27	017	0.083	4.382		000227
28	016	0.074	3.907		000201
29	015	0.061	3.22		000176
30	014	0.054	2.851		000154
31	0135	0.050	2.64		000143
32	0.13	0.046	2.428		000132
33	0.1	0.037	1.953		000095
34	010	0.030	1.584		000078
35	0095	0.025	1.32		000071
36	009	0.021	1.161		000064

LINEAR EXPANSION OF SOLIDS AT ORDINARY TEMPERATURES.

Substance.	For 1° Fahr	For 1° Cent.	Substance.	For 1° Fahr	For 1° Cent.
	Length = 1	Length = 1.		Length = 1.	Length = 1
Aluminium (cast) . . .	.00001234	.00002221	Masonry, of brick in		
Antimony (cryst.) . . .	.00000627	.00001120	cement mortar:		
Brass, cast . . .	.00000957	.00001722	stretchers . . .	.00000258	.00000460
English plate . . .	.00001052	.00001894	Mercury (cubic ex-		
sheet . . .	.00001040	.00001777	pansion) . . . . .	.00009984	.00017971
Brick, best stock . . .	.00000310	.00000550	Nickel . . . . .	.00000695	.00001251
Bronze (Baily's) . . .			Osmium . . . . .	.00000317	.00000570
Copper, 17 . . . . .	.00000986	.00001774	Palladium, pure . . .	.00000556	.00001000
Tin, 2½			Pewter . . . . .	.00001129	.00000200
Zinc, 1			Plaster, white . . .	.00000923	.00001660
	.00000975	.00001755	Platinum . . . . .	.00000479	.00000863
Cement, Roman, dry . .	.00000797	.00001435	Platinum, 90 per cent.		
Cement, Portland			Iridium, 10 per		
(mixed), pure . . .	.00000594	.00001070	cent . . . . .	.00000476	.00000857
Cement, Portland,			hammered and an-		
mortar, with sand . .	.00000656	.00001180	nealed		
Concrete: cement			Platinum, 85 per		
mortar and pebbles . .	.00000795	.00001430	cent . . . . .	.00000453	.00000815
Copper . . . . .	.00000887	.00001596	Iridium, 15 per		
Ebonite . . . . .	.00004278	.00007700	cent . . . . .	.00000200	.00000360
Glass, English flint . .	.00000451	.00000812	Porcelain		
French flint . . .	.00000484	.00000872	Quartz, parallel to		
" white, free			major axis, t 0° to		
from lead . . .	.00000492	.00000886	40° C. . . . .	.00000434	.00000781
" blown . . . . .	.00000498	.00000896	Quartz, perpendicu-		
" thermometer . . .	.00000499	.00000897	lar to major axis, t		
" hard . . . . .	.00000397	.00000714	0° to 40° C. . . . .	.00000788	.00001419
Granite, gray, dry . .	.00000438	.00000789	Quartz, cubic expan-		
red . . . . .	.00000498	.00000897	sion at 16° C. . . .	.00001924	.00003463
Gold, pure . . . . .	.00000786	.00001415	Silver, pure . . . . .	.00001079	.00001943
Iridium, pure . . . . .	.00000356	.00000641	Slate . . . . .	.00000577	.00001038
Iron, wrought . . . . .	.00000648	.00001166	Steel, cast . . . . .	.00000636	.00001144
Swedish . . . . .	.00000636	.00001145	" tempered . . . . .	.00000689	.00001240
" cast . . . . .	.00000556	.00001001	Stone (sandstone),		
" soft . . . . .	.00000626	.00001126	dry . . . . .	.00000652	.00001174
Lead . . . . .	.00001571	.00002828	Stone (sandstone),		
Marble, moist . . . . .	.00000663	.00001193	Rauville . . . . .	.00000417	.00000750
" dry . . . . .	.00000363	.00000654	Stone (sandstone),		
" white Sicil-			Caen . . . . .	.00000411	.00000800
ian, dry . . . . .	.00000786	.00001415	Tin . . . . .	.00001168	.00002094
Marble, black Galway	.00000308	.00000554	Wedgwood ware . . .	.00000489	.00000681
Carrara . . . . .	.00000471	.00000848	Wood, pine . . . . .	.00000276	.00000496
Masonry, of brick in			Zinc . . . . .	.00001407	.00002532
cement mortar			Zinc, 8 . . . . .	.00001496	.00002692
headers . . . . .	.00000494	.00000890	Tin, 1		

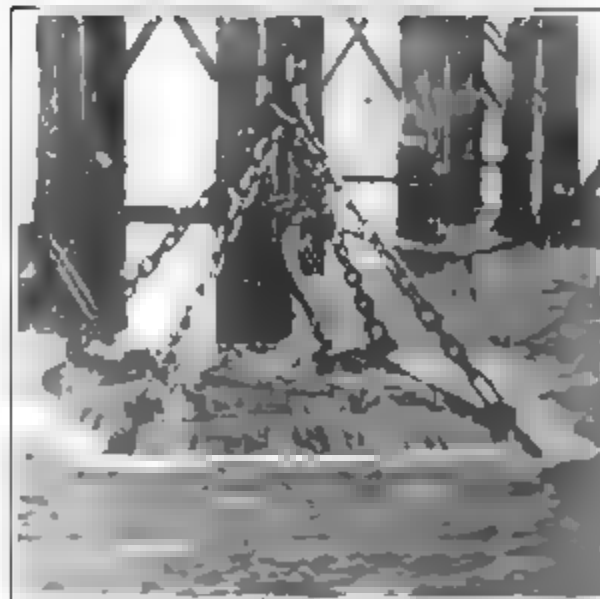
—Clark's Mechanical Engineer's Pocket Book.

EXPANSION OF LIQUIDS.

The cubical expansion, or expansion of volume, of water, from 32° F. to 212° F. and upwards, is given in the following Table. The rate of expansion increases with the temperature. The expansion for the range of temperature from 32° to 212° is .0466, or fully 4½ per cent. of the volume at 32°; or an average of .000359 per degree, or $\frac{1}{275}$ part of the volume at 32° F.

Expansion of Liquids from 32° to 212° F.
Volume at 32° = 1.

Liquid.	Volume at 212°.	Expansion.
Alcohol	1.1100	$\frac{1}{10}$
Nitric acid	1.1100	$\frac{1}{10}$
Olive oil	1.0800	$\frac{1}{12}$
Turpentine	1.0700	$\frac{1}{13}$
Sea water	1.0500	$\frac{1}{20}$
Water	1.0466	$\frac{1}{22}$
Mercury	1.018	$\frac{1}{55}$



SMEATON DIVING BELL.

AREA OF CIRCLES IN SQUARE FEET.

Diam-eter.	TENTHS OF INCHES.									
	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
	AREA—SQUARE FEET.									
Inches.										
1	0.006	0.007	0.008	0.009	0.011	0.012	0.014	0.016	0.018	0.020
2	.022	.024	.026	.029	.031	.034	.037	.040	.043	.046
3	.049	.052	.056	.059	.063	.067	.071	.075	.079	.083
4	.087	.092	.096	.101	.106	.111	.115	.121	.126	.131
5	.136	.142	.147	.153	.159	.165	.171	.177	.184	.190
6	.196	.203	.210	.216	.223	.230	.238	.245	.252	.260
7	.267	.275	.283	.291	.299	.307	.315	.323	.332	.340
8	.349	.358	.367	.376	.385	.394	.403	.413	.422	.432
9	.442	.452	.462	.472	.482	.492	.503	.513	.524	.535
10	.545	.556	.568	.579	.590	.601	.613	.625	.636	.648
11	.660	.672	.684	.697	.709	.721	.734	.747	.760	.772
12	.785	.799	.812	.825	.839	.852	.866	.880	.894	.908
13	.922	.936	.950	.965	.979	.994	1.009	1.024	1.039	1.054
14	1.069	1.084	1.100	1.115	1.131	1.147	1.163	1.179	1.195	1.211
15	1.227	1.244	1.260	1.277	1.294	1.310	1.327	1.344	1.362	1.379
16	1.396	1.414	1.431	1.449	1.467	1.485	1.503	1.521	1.539	1.558
17	1.576	1.595	1.614	1.632	1.651	1.670	1.689	1.709	1.728	1.748
18	1.767	1.787	1.807	1.827	1.847	1.867	1.887	1.907	1.928	1.948
19	1.969	1.990	2.011	2.032	2.053	2.074	2.095	2.117	2.138	2.160
20	2.181	2.204	2.226	2.248	2.270	2.292	2.315	2.337	2.360	2.383
21	2.405	2.428	2.451	2.475	2.498	2.521	2.545	2.568	2.592	2.616
22	2.640	2.664	2.688	2.712	2.737	2.761	2.786	2.810	2.835	2.860
23	2.885	2.910	2.936	2.961	2.986	3.012	3.038	3.064	3.089	3.115
24	3.142	3.168	3.194	3.221	3.247	3.275	3.301	3.328	3.355	3.382

Diam-eter.	Area.	Diam-eter.	Area.	Diam-eter.	Area.	Diam-eter.	Area.	Diam-eter.	Area.
Inches.	Sq. ft.	Inches.	Sq. ft.	Inches.	Sq. ft.	Inches.	Sq. ft.	Inches.	Sq. ft.
25	3.41	32	5.59	39	8.30	46	11.54	53	15.32
26	3.69	33	5.94	40	8.73	47	12.05	54	15.90
27	3.98	34	6.30	41	9.17	48	12.57	55	16.50
28	4.28	35	6.68	42	9.62	49	13.10	56	17.10
29	4.59	36	7.07	43	10.08	50	13.64	57	17.72
30	4.91	37	7.47	44	10.56	51	14.19	58	18.35
31	5.24	38	7.88	45	11.04	52	14.75	59	18.99

PULLING STRENGTH OF MEN AND ANIMALS.
Compiled from a test made by Barnum & Bailey's Circus.

Number.	Description.	Weight of Each in Lbs.	Total Pull in Lbs.	Pull per Unit.	Pull per Pound of Weight.
2	Horses.	1,600	3,750	1,875	1.172 lbs.
50	Men.	150	8,750	175	1.166 "
100	Men.	150	12,000	120	0.8 "
6	Horses.	1,800	8,875	1,479	0.822 "
2	Camels.	1,800	2,750	1,375	0.764 "
1	Elephant.	12,000	8,750	8,750	0.729 "

THE AMERICAN EXPERIENCE TABLE OF MORTALITY.

Age.	Expectation of Life in Years.	Number Dying in Each 1,000.	Age.	Expectation of Life in Years.	Number Dying in Each 1,000.
20	42.20	7.81	60	14.10	26.09
21	41.53	7.86	61	13.47	28.88
22	40.85	7.91	62	12.86	31.29
23	40.17	7.96	63	12.26	33.94
24	39.49	8.01	64	11.67	36.87
25	38.81	8.07	65	11.10	40.13
26	38.12	8.13	66	10.54	43.71
27	27.43	8.20	67	10.00	47.65
28	36.73	8.26	68	9.47	52.00
29	36.03	8.35	69	8.97	56.76
30	35.33	8.43	70	8.48	61.99
31	34.63	8.51	71	8.00	67.67
32	33.92	8.61	72	7.55	73.73
33	33.21	8.72	73	7.11	80.18
34	32.50	8.83	74	6.68	87.03
35	31.78	8.95	75	6.27	94.37
36	31.07	9.09	76	5.88	102.31
37	30.35	9.23	77	5.49	111.06
38	29.62	9.41	78	5.11	120.83
39	28.90	9.59	79	4.74	131.73
40	28.18	9.79	80	4.39	144.47
41	27.45	10.01	81	4.05	158.61
42	26.72	10.25	82	3.71	174.30
43	26.00	10.52	83	3.39	191.56
44	25.27	10.83	84	3.08	211.36
45	24.54	11.16	85	2.77	235.55
46	23.81	11.56	86	2.47	265.68
47	23.08	12.00	87	2.18	303.02
48	22.36	12.51	88	1.91	346.09
49	21.63	13.11	89	1.66	395.86
50	20.91	13.78	90	1.42	454.55
51	20.20	14.54	91	1.19	532.47
52	19.49	15.39	92	.98	634.26
53	18.79	16.33	93	.80	734.18
54	18.09	17.40	94	.64	857.14
55	17.40	18.57	95	.50	1000.00
56	16.72	19.89			
57	16.05	21.34			
58	15.39	22.94			
59	14.74	24.72			

IMPORTANT INFORMATION ABOUT OLD COINS.

The invention and use of coins is attributed to the Lydians, a Greek nation, about 862 B. C., whose money was of gold and silver. The dating of coins was first adopted about the fifteenth century.

OLD COINS. Coins are not always valuable on account of their age. The old Spanish silver coins which passed current in this country from 1700 to 1800 have no premium value, neither do common dates of cents in ordinary condition of 1798, 1802 and 1803, or old Half Dollars of the common dates between the years 1805 and 1835. In America it is the fashion to make up sets of the different coins comprising each year of their issue, in as fine condition as it is possible to obtain them, and it is the demand for the coin by collectors which makes the value.

THE PRICES paid for rare coins are chiefly regulated by their state of preservation, the number of pieces issued of a certain date, and the demand for same. But neither the metal out of which the coin is made, nor the age, has anything to do with the prices paid.

THE PRICES quoted in this book are the prices paid by a prominent dealer for coins in good to proof condition, hence \$5.00 to

\$10.00 means that they will pay anywhere between those prices, according to the condition of the coin. When applied to a cent, one having the date distinct, hair not worn off, and all the letters legible on both sides; applied to a silver coin means a good bold impression; and to a gold coin one that presents a handsome appearance and does not show signs of wear.

NEVER CLEAN A RARE COIN. A somewhat corroded coin is oftentimes more valuable than a cleaned one. The cleaning of a rare coin considerably decreases its value.

CLASSIFICATION OF THE CONDITION OF COINS.

THE STATE OF PRESERVATION OF COINS IS CLASSIFIED AS FOLLOWS:

"PROOF."

Proof coins are especially struck for collectors from polished blanks and dies and finished by hand, which gives them a mirror-like, smooth, reflective surface. The most perfect condition known. The mint makes a small charge for the proof coins, and they can only be had during the year of the issue.

"UNCIRCULATED."

Uncirculated coins are coins struck for circulation. But coins, to be classified as "uncirculated" must be as new and bright as when dropped from the coinage press; a coin that has been in circulation, no matter whether it shows no marks of wear, cannot be classified as uncirculated.

"FINE."

Fine coins are those that have been in circulation and have lost their original mint brightness, but they must not show any scratches or nicks.

"GOOD."

Good coins are those which have seen considerable circulation, but every feature of the coin must show plainly. It must not show any bad scratches or nicks.

"FAIR."

Fair coins are those which are much worn, but on which the design, lettering and date are clearly visible.

"POOR."

Poor coins are those on which the design, lettering and date are almost obliterated. Poor coins, unless of a very rare date, are worth their intrinsic value only.

MUTILATED COINS.

Mutilated coins are those with holes, bad cuts or scratches, or otherwise damaged and are worth their intrinsic value only.

"OVER-DATES."

When a die, made in one year, is used in a later year, by engraving one figure over another, the piece struck therefrom is called an "over-date." For instance, the same die from which the Cents of 1810 were struck was used in 1811, by sinking a 1 over the 0, and portions of the latter figure are plainly visible.

COUNTERFEIT RARE COINS.

COUNTERFEITS OF RARE COINS MAY BE DIVIDED AS FOLLOWS:

"RE-STRIKES."

Re-strikes are pieces made from the original dies, but at a later period than the date on the coin. Among the American coins we find re-strikes of the dollar of 1804, and of the half cents of 1831, 1836 and 1840 to 1849. The re-strikes, of course, do not command near the price of the originals. At present the dies are destroyed after the expiration of each year.

"ALTERED-DATES."

Altered dates are original coins which have been altered or tooled from one date to another, and these may justly be classed as forgeries. The rarer dates of the American coins are at times tampered with; especially the dollars of 1801, which are altered to the 1804. But an altered date can easily be detected by the aid of a good magnifying glass.

"ELECTROTYPES."

The front and back of electrotypes coins are made separate and are then stuck together, and they may be easily recognized by the mark on edge showing where the two sides have been joined together. They are also of wrong weight. The electrotypes, as a rule, are not made to deceive the uninitiated, but are simply made as copies of very rare coins, where the two sides have been joined together chased. Electrotypes may generally be split in two with a strong knife.

"CAST COINS."

Casts, made from the original dies, are easily detected by their light weight or thickness. The lettering on cast coins is not as sharp as on struck coins, and the surface has a soft appearance, or else is covered with minute sand holes.

Forgeries struck from false dies are mostly found of the rarer Colonial and U. S. Pieces, also of rare ancient gold and silver coins. They are easily detected by anyone somewhat familiar with rare coins, as the weight of the forgeries is mostly incorrect, and the lettering and design are sharper than on the genuine.

Fine and Perfect U. S. Cents. There are here and there to be found cents of the early dates which have been laid away carefully since the time they were coined. These are sometimes valuable. For instance, for a cent of 1799 in good condition one can get \$5; but for a fine cent of the same date, from \$15 to \$30; and for a perfect cent of 1799, that is as bright and sharp as the day it was coined, \$50.

Cleaning. Do not attempt to clean fine coins; they should be handled only on the edge, and kept wrapped carefully in chamois skin or soft tissue paper, or laid on velvet. Gold and silver coins may be rinsed, not washed, in hot water and soap. Copper coins should be placed in sweet oil only to remove grease and dirt; acid and scouring will ruin any coin of value.

"EXPLANATIONS."

THE TERMS USED TO DEFINE THE VARIOUS PARTS OF A COIN.

The principal object represented on a coin is called the Type.

The space between the type and the circumference is called the Field.

The lower portion of the area of a coin beneath the type, and separated from the rest of the field by a horizontal line, is called the Exergue.

Small objects represented either in the field or exergue as adjuncts to the main type are called Symbols.

Portions of a coin which are sunk below the level of the surface are said to be Incuse.

Obverse means the head or face of the coin, or the side having the principal device.

Reverse means the tail, or less important side.

Legend means the reading on the coin.

Flowing Hair denotes the hair flowing loosely at the back of the head.

Liberty Cap denotes a bust supporting a pole on which is mounted a cap of Liberty.

Fillet Head denotes the hair tied in a knot at the back of the head.

Turban Head denotes a head surmounted by a turban inscribed "Liberty."

Dies. A thick die usually has lettering on the edge of the coin; a thin die has none.

First Regular Coinage denotes the first year a coin was issued for circulation. Patterns are coins struck off but not into circulation.

Mint Marks consist of small letters on the coin. O., for New Orleans; D., for Dahlonega; C. C., for Carson City; S., for San Francisco, while those coined at the Philadelphia mint have none.

Arrows and Rays. In the early part of the year 1858, arrow points were added at each side of the date, and rays around the eagle.

Milled Edge. In the early part of 1836 the Half Dollars were coined with lettered edge, and in the latter part with milled or ribbed edge, as they are to-day.

THE MOTTO ON U. S. COINS.

"In God We Trust."

Since the new 1907 issues of \$10.00 and \$20.00 gold pieces appeared, many are of the belief that all U. S. coins without the motto command a premium. This is not true. The motto was not placed on coins till 1864; the two-cent piece being the first coin bearing the motto. So, of course, all U. S. coins prior to 1864 are without the motto.

WEIGHTS AND FINENESS OF COINS.

A gold dollar weighs 25.8 grains $\frac{9}{10}$ pure gold, or 23.22 grains.

An ounce of gold 1000 fine is worth \$20.-671834+.

An ounce of silver 1000 fine is worth (coinage value) \$1.292929+.

All American gold and silver coins are $\frac{9}{10}$, or .900 fine.

A pound sterling weighs 123.274+ grains, $\frac{11}{12}$ pure gold, or 113.0016+ grains.

A pound sterling is worth \$4.8665635287+.

An ounce of silver, English standard, is .925 fine=444 grains pure silver.

An ounce of silver, American standard, is .969 fine=432 grains pure silver.

An ounce of silver, "fine" standard, is 1.000 fine=480 grains pure silver.

A United States silver dollar weighs 412 $\frac{1}{2}$ grains .900 fine; contains 371.25 grains pure silver.

A dollar of fractional silver weighs 25 grains =385.80 grains, .900 fine; contains 347.22 grains pure silver.

An English shilling weighs 87.273 grains, .900 fine; contains 80.729 grains pure silver.

The pure gold in gold coins of the United States is worth the face value of the coin.

The alloy in gold coins of the United States is pure silver and copper.

The alloy in silver coins of the United States is pure copper.

U. S. MINT TEST FOR GOLD AND SILVER.

The following is a test for determining whether a coin is good or bad. Use the liquids as near the edge of the coin as possible, as that is the part most worn. A drop of the preparation will have no effect on a genuine coin, while it can be plainly seen on counterfeits. Heavily plated coins should be scraped slightly before testing.

TEST FOR GOLD.

Strong Nitric Acid, 6 $\frac{1}{2}$ drachms.

Mur. Acid, $\frac{1}{4}$ drachm, or 15 drops.

Water, 5 drachms.

TEST FOR SILVER.

24 Grains of Nitrate of Silver.

30 Drops Nitric Acid.

Water, 1 ounce.

The above test should conform with diameter, thickness and weight, the test used at the mint.

PREMIUM COIN LIST.

\$20.00 GOLD PIECES.

DOUBLE EAGLES.

Coinage commenced in 1849; only one specimen of this date is known.

1881, \$20.50 to \$21.00—1882, \$21.00 to \$22.50—1883, \$22.00 to \$25.00—1884, \$21.00 to \$25.00—1885, \$20.50 to \$21.00—1886, \$20.50 to \$21.00—1887, \$21.00 to \$22.50—1891, \$20.50 to \$21.00—1907, Flying eagle, the date in Roman letters—\$21.00 to \$22.50—Flying eagle, the date in numerals, \$20.50—1908, Flying Eagle, commands no premium.

The other dates of the \$20.00 gold pieces command no premium.

\$10.00 GOLD PIECES.

EAGLES.

Coinage commenced in 1795. None issued in 1802, 1805 to 1837 inclusive. Coined at the Philadelphia, New Orleans, San Francisco, Carson City and Denver mints.

1795, \$11.00 to \$13.00—1796, \$12.00 to \$15.00—1797, small eagle, \$15.00 to \$20.00—1797, large eagle, \$11.00 to \$12.00—1798, six stars before Liberty head, \$13.00 to \$18.00—1798, four stars before Liberty head, \$13.00 to \$20.00—1799 to 1803, \$11.00 to \$12.00—1804, \$12.00 to \$15.00—1838, \$10.50 to \$12.50—1863 to 1877, \$10.25 to \$11.00. 1907, without the motto, commands no premium.

\$5.00 GOLD PIECES.

Coinage commenced in 1795. None were coined in 1801, 1816 and 1817. Coined at the Philadelphia, New Orleans, San Francisco, Charlotte, N. C., Dahlonega, Ga., Carson City and Denver mints.

1795, Small eagle, \$6.50 to \$7.50—1795, Large eagle, \$10.00 to \$20.00—1796, \$7.00 to \$10.00—1797, small eagle, 15 stars, \$10.00 to \$18.00—1797, large eagle, 16 stars, \$10.00 to \$22.00—

1798, 1799, 1800, \$5.50 to \$6.50—1798, small eagle, \$20.00 to \$30.00—1802 to 1814, turban head, left, \$5.25 to \$5.75—1815, \$75.00 to \$100.00—1818, \$5.50 to \$6.50—1819 and 1832, \$8.00 to \$18.00—1820, \$7.00 to \$9.00—1821, \$10.00 to \$15.00—1822, \$75.00 to \$100.00—1823, \$8.00 to \$10.00—1824, \$15.00 to \$20.00—1825, 1826, 1827, 1830, 1831, 1833, \$8.00 to \$13.00—1828, \$15.00 to \$25.00—1829, \$15.00 to \$25.00—1834, with "E Pluribus Unum" over eagle, \$7.50 to \$10.00—1834, without "E Pluribus Unum," no premium—1875, \$7.50 to \$9.00—1876, \$5.50 to \$6.00—1877, \$5.50 to \$6.00—1877, \$10.00 to \$13.00. The dates of \$5.00 gold pieces not mentioned in this list do not command a premium.

\$4.00—STELLA.

1879, \$20.00—1880, \$35.00.

\$3.00.

1864-65, Indian Head, \$4.00 to \$5.00—1873, \$10.00 to \$15.00—1875, \$15.00 to \$20.00—1876, \$5.00 to \$10.00—1877, \$5.00 to \$8.00. \$3.50 to \$4.00 is paid for \$3.00 gold pieces of any date, if in perfect condition. First regular issue, 1854; last, 1889.

\$2.50—QUARTER EAGLE.

1796, without stars, \$7.50 to \$10.00—1796, with stars, \$9.00 to \$15.00—1797, \$9.00 to \$15.00—1798, \$6.00 to \$10.00—1802-4-5-7-8, \$8.00 to \$5.00—1806, \$7.00 to \$15.00—1821-24-25-27, \$5.00 to \$8.00—1826, \$10.00 to \$30.00—1829-30-31-32-33, \$3.00 to \$5.00—1834, with "E Pluribus Unum," \$4.00 to \$6.00. First regular coinage, 1796; none coined 1792, 1800, '01, '03, '09 to '20, '22, '23, '28 bearing little or no premium, 1835 to date.

ONE DOLLAR.

1863, '64 and '65, Indian head, \$4.00 to \$6.00—1866, Indian head, \$2.50 to \$4.00—1875, Indian head, \$10.00 to \$12.00. Any other dates

from 1849 to date, \$2.00 to \$3.00. First regular issue, 1849; last, 1889; 1903, Louisiana Purchase. St. Louis gold dollars, \$1.75.

U. S. SILVER COINS, ONE DOLLAR.

The rarest and most desirable coin of the regular mint series is the Silver Dollar of 1804. Of this coin, however, it is necessary that the authenticity should be fully proven, as there are many altered dated in the market, as well as re-strikes made at a later period. 1794, flowing hair, small eagle, \$25.00 to \$50.00—1795, flowing hair, small eagle, \$1.50 to \$2.00—1795, '96, Fillet head, small eagle, \$1.50 to \$2.00—1797, fillet head, small eagle, \$1.50 to \$2.00—1798, fillet head, 13 stars, small eagle, \$2.00 to \$2.50—1798, fillet head, 15 stars, small eagle, \$2.00 to \$3.50—1798, fillet head, 13 stars, large eagle, \$1.25 to \$1.75—1799, fillet head, 5 stars facing eagle, \$1.50 to \$2.00—1799, fillet head, 6 stars, \$1.25 to \$1.75—1800, fillet head, large eagle, \$1.25 to \$1.75—1801, fillet head, large eagle, \$1.25 to \$2.00—1802, 1803, \$1.25 to \$1.50—1804, no originals known—1836, Liberty seated, flying eagle, stars, \$4.00 to \$7.00—1836, C. Gobrecht's name in field, \$15.00 to \$25.00—1838, Liberty seated, flying eagle, stars, \$25.00 to \$40.00—1839, Liberty seated, flying eagle, stars, \$25.00 to \$35.00—1840, Liberty seated, eagle, \$1.15—1851, 1852, \$20.00 to \$30.00—1854, \$2.00 to \$3.00—1855, \$1.50 to \$1.75—1856, 1857, \$1.25 to \$1.50—1858, \$10.00 to \$15.00—1900, Lafayette dollar, perfect only, \$1.10. First regular coinage, 1794; none coined 1805 to 1835; 1874 to 1877; little or no premium on dates not mentioned except on proofs only, 70c.

TRADE DOLLARS.

Proofs only, 75c. Coinage commenced in 1873; repudiated in 1884. Redeemed in 1887.

HALF DOLLARS.

1794, flowing hair, \$2.50 to \$4.00—1795, \$.60 to \$1.00—1796, fillet head, 15 stars, \$15.00 to \$30.00—1796, 16 stars, \$20.00 to \$35.00—1797, \$20.00 to \$35.00—1801, 1802, \$2.00 to \$3.00—1803, 1805, 55c to 60c—1815, head to left, \$1.50 to \$2.50—1836, milled edge, not lettered, \$1.00 to \$2.00—1838, having a small o under the bust and over the date—\$25.00 to \$50.00—1852, Liberty seated, \$1.00 to \$2.00—1853, without arrowheads each side of date, or rays back of eagle—\$25.00 to \$30.00. First regular coinage, 1794; none coined 1798, '99, 1800, 1804, '16, otherwise to date little or no premium on dates not mentioned. 1892, Columbia Half—no premium.

QUARTER DOLLARS.

1796, 1804, fillet head, \$1.00 to \$2.00—1815, 35c to 50c—1823, head to left, \$20.00 to \$40.00—1824, head to left, 50c to 75c—1827, head to left, \$30.00 to \$50.00—1853, no arrow points at each side of date and no rays around eagle, \$3.00 to \$4.00—Columbia Isabella, 30c to 40c. First regular coinage, 1796; none coined 1797 to 1803, 1808 to '14, 1817 and '26; otherwise to date little or no premium on dates not mentioned.

TWENTY CENT PIECES.

1877 and 1878, each, \$1.50. First Regular coinage, 1875; last, 1878; there is no premium on 1875 and 1876.

DIMES.

1796, fillet head, small eagle, \$1.00 to \$2.00—1797, fillet head, 13 and 16 stars, \$2.00 to \$4.00—1798, fillet head, large eagle, \$1.50 to

\$2.00—1800 and 1802, large eagle, \$1.50 to \$2.50—1801 and 1803, large eagle, \$1.00 and \$2.00—1804, large eagle, \$4.00 to \$10.00—1805 and 1807, large eagle, 25c to 50c—1809 and 1811, turban head, 25c to 50c—1822, turban head, 50c to \$1.50—1846, Liberty seated, 25c to 75c. First regular coinage, 1796; none coined in 1799, 1806, '08, '10, '12, '13, '15 to '19 and '26; otherwise to date little or no premium on dates not mentioned.

HALF DIMES—5 CENTS.

1794, flowing hair, \$1.00 to \$2.00—1795, flowing hair, 50c to \$1.00—1796, fillet head, \$1.50 to \$3.00—1797, fillet head, 13 stars, \$1.00 to \$2.00—1797, fillet head, 15 and 16 stars, \$1.00 to \$2.00—1800, fillet head, 50c to \$1.00—1801, fillet head, 75c to \$1.00—1802, fillet head, \$20.00 to \$40.00—1803, fillet head, \$1.00 to \$2.00—1805, fillet head, \$2.00 to \$3.00—1846, Liberty seated, 75c to \$1.00. First regular coinage, 1794; last, 1873; none coined 1798, '99, 1804, '06, to '28; little or no premium on dates not mentioned.

SILVER 3 CENT PIECES.

1863 to 1869, each, 25c to 75c—1870 to 1872, each, 15c to 40c—1873, coinage discontinued, 50c to 75c.

NICKEL 5 CENT PIECES.

1877, \$1.00 to \$2.00—1878, 10c to 20c—1883, without the word "Cents" does not command a premium.

NICKEL 3 CENT PIECES.

1865 to 1876, proofs only, 5c—1877, 50c to \$1.00—1878 to 1889, proofs only, 5c to 10c.

NICKEL CENTS.

1856, flying eagle, \$3.00 to \$5.00. Nickel cents were coined from 1856 to 1864; from '56 to '58 design was a flying eagle; from '59 to '64 an Indian head; all except 1856 bear no premium.

HALF CENTS.

1793, Liberty, \$1.00 to \$3.00—1794 and 1795, Liberty cap, 25c to 50c—1796, Liberty cap, \$10.00 to \$25.00—1795 and 1797, Liberty cap, lettered edge, 25c to \$1.00—1797, Liberty cap, thin die, 25c to 50c—1800 fillet head, 5c to 30c—1802, fillet head, 75c to \$1.00—1803 to 1809, fillet head, 5c to 15c—1810, turban head, 5c to 15c—1811, turban head, 25c to 75c—1831, 1836, 1840 to 1848, each, \$3.00 to \$12.00—1849, small date, and 1852, \$3.00 to \$10.00. All other dates command a small premium.

BRONZE 2 CENTS.

1872, 3c to 15c—1873, 20c to \$1.00.

U. S. COPPER CENTS.

1793, flowing hair, chain Ameri, \$2.50 to \$10.00—1793, flowing hair chain Ameri, \$1.50 to \$7.00—1793, flowing hair, wreath, \$1.50 to \$3.50—1793, flowing hair, clover leaf, \$2.50 to \$10.00—1794, liberty cap, 25c to \$1.00—1795, liberty cap lettered edge, 50c to \$1.00—1795, liberty cap thin die, 25c to \$1.00—1796, liberty cap, 25c to \$1.50—1796, fillet head, 25c to \$1.50—1797, fillet head, 20c to \$1.50—1798, fillet head, 10c to \$1.00—1799, fillet head, \$5.00 to \$20.00—1800, 1801, 1802, 1803, 1807, 5c to 50c—1804, fillet head, \$3.00 to \$15.00—1805 to 1806, 10c to 75c—1808, turban head to left 12 stars, 15c to \$1.00—1808, 13 stars, 10c to 75c—1809, 20c to \$2.00—1810-1812, 5c to 25c—1811, 25c to \$2.00—1813, 10c to 50c—1814, 13 stars, 2c to 25c—1821, 15 stars, head of Liberty, 3c to 50c—1823, 10c to 75c—1857, 5c to 25c.

SILVER.

(1652) XII. Pence, \$20.00—VI. Pence, \$20.00—III., but two specimens known, \$75.00. The above were coined about the year 1652 (no date on the coin), for New England. The obverse has N. E., and the reverse either XII. or VI. or III. at the top of the coin; otherwise, it is perfectly plain. New England comprised New Hampshire, Massachusetts, Rhode Island and Connecticut.

PINE TREE COINS.

1652, III. Pence, \$1.50 to \$2.50—1652, VI. Pence, \$2.00 to \$3.00—1652, XII. Pence (shilling), \$3.00 to \$6.00.

OAK TREE.

1652, II. Pence, \$1.00 to \$2.00—1652, III. Pence, \$1.50 to \$3.00—1652, VI. Pence, \$2.00 to \$3.00—1652, XII. Pence (shilling), \$3.00 to \$5.00. These coins come with the dates 1650-1652 and 1662, but were coined for several years without changing the date. Some of them had an oak or willow tree, and they are frequently clipped, and an early series of counterfeits by one Wyatt are plentiful, having fine lines across. The obverse have: A pine or oak tree in centre; the legend: "Massachusetts." The reverse: XII. and date; with legend: "New England. An dom."

SOMMER ISLANDS.

BRASS.

First coin made for America, in memory of Sir George Sommers, who was shipwrecked upon the Bermudas or Sommer Islands in 1612. They are made of copper—shilling, sixpence and threepence. They bear no date, but are supposed to have been coined in 1616.

Shilling—ship sailing, running boar, \$20.00 to \$40.00. Sixpence—ship sailing, running boar, \$15.00 to \$35.00. Threepence—ship sailing, running boar, \$15.00 to \$35.00.

LOUISIANA AND CANADA.

SILVER.

1670, Crown, \$25.00—1670, half franc, \$4.00. These were coined in France for use in their colonies in America, and have on the obverse: "Lud XIII. D G Fr et Nav Rex;" reverse: "Gloriam Regni Tui Dicent, 1670."

COPPER.

1670, Double L Crowned, \$5.00—1721, Two L's crossed, 50c—1722, Two L's crossed, 50c—1767, Two Scepters crossed, 40c.

CAROLINA AND NEW ENGLAND.

COPPER.

1694, Carolina, \$20.00—1694, New England, \$40.00. The above were coined in England for the colonies. The obverse has an Elephant; the reverse: God preserve New England (or Carolina) and its Lords Proprietors, 1664.

MARYLAND.

SILVER.

XII Pence, Lord Baltimore (1659), \$10.00—VI Pence, Lord Baltimore, \$10.00—III Pence, Lord Baltimore, \$10.00. Obverse: Bust; legend: Coecilivus Dus Terrae, Mariae & Ct. Reverse, a crowned shield. XII Crescite et Mvltiplicamini. No date on coin. Coined in England for and circulated in Maryland about 1659.

1790, III Pence, Standish Barry, \$10.00—1783, Shilling, Annapolis, \$3.00—1783, Sixpence, Annapolis, \$3.00—1783, Three pence, Annapolis, \$3.00.

ROSA AMERICANA.

COPPER.

1722, Penny, uncrowned rose, \$1.00—1722, ¼ Penny uncrowned rose, 25c—1722, Farthing, uncrowned rose, 50c—½ Penny, no date, uncrowned rose, \$10.00—Penny, no date, uncrowned rose, \$10.00—1723, Penny, crowned rose, \$1.50—1723, ½ Penny, crowned rose, 50c—1723, Farthing, crowned rose, 50c—1724, ½ Penny, crowned rose, \$10.00—1733, Penny (two-pence size), \$20.00. The above bears on the obverse a bust; legend: Georgius: D: G: Mag: Bri: Fra: et: Hib: Rex. Reverse: a rose, either crowned or uncrowned; legend: Rosa Americana and date. Some will be found without date. Of English origin and coined for the American colonies.

CONNECTICUT.

COPPER.

1737, Threepence, Connecticut, \$25.00—1737, Threepence, I am Good Copper, \$25.00. Of the above there are two varieties; one bears the date and the other does not, but both were coined about the same period. The obverse has: A Deer in standing position; Legend: "The Value of Threepence," or "Value me as you please." The reverse: Three crowned hammers: I am good copper 1737 or an Ax. I cut my way through. Circulated in the colonies.

1785, Cent. Auctori Connec, 10c—1786, Cent. Auctori Connec, 10c—1787, Cent. Auctori Connec, 5c—1788, Cent. Auctori Connec, 10c. The obverse of these four bear a bust, either facing right or left: Legend: Auctori Connec or Connect. The reverse Liberty seated "Inde et Lib." (Independence and Liberty.) Coined and circulated in the Colonies after their independence.

FLORIDA.

SILVER.

1760, Half Dollar, \$10.00. This has the head of Charles III of Spain on the obverse, and on the reverse a rose.

PITT HALF PENNY.

COPPER.

1766, no stamps, 50c.

VIRGINIA.

1773, Half Dollar, silver, \$2.00—1773, Half Penny, copper, 15c—1774, Shilling, silver, \$12.00. Obverse, Bust of George III, Coat of Arms 1773, Virginia.

CONTINENTAL COINS.

PEWTER.

1776, Dollar, \$3.00. The obverse: Sun blazing on a sun dial; legend: Fugio, Mind your business, Continental Currency and date. Reverse, chain of 13 links; each link has the name of one of the original states upon it; legend: America Congress, We Are One.

NEW YORK.

GOLD.

1787, Doubloon, Nova Eboraca, \$100.00. Obverse: Rising sun; legend: Nova Eboraca, Columbia. Reverse: Spread eagle, Unum E Pluribus, 1787.

COPPER.

1786, Non vi virtute vici, \$25.00. The obverse has a bust facing to left; legend: Non Vi Virtue Vici. The reverse: Justice seated. Neo Eboracensis and date, 1787, Excelsior \$10.00. The obverse has: An Eagle, E Pluribus Unum and date. The reverse: The Coat of Arms of

New York, Excelsior—1787, George Clinton, \$50.00. Obverse: Bust Geo. Clinton. Reverse: Arms of New York, date and Excelsior—1787, Nova Eborac, 50c. Obverse: Bust, "Nova Eborac." Reverse: Liberty seated, "Virt et Lib," and date—1778, Non Dependens Status, \$10.00—1787, Inimica Tyrannis, \$10.00—1787, Neo Eboracus, \$15.00—1787, Emunis Columbia, \$2.00.

GEORGIA.

COPPER.

1788 Georgius Triumpho, 30c.

VERMONT.

COPPER.

1785, Doubloon, Immune Columbia, \$200.00.

SILVER.

1783, Half Dollar U. S. 1000, \$100.00—Quarter Dollar, 500, \$50.00—1783, Shilling 250, \$50.00.

COPPER CENTS.

1783-85, Nova Constellatio, 15c—1786, Nova Constellatio, \$5.00. Obverse: An eye; legend: Nova Constellatio. Reverse: U. S. Liberties et Justitia, with date—1785, Immune Columbia, \$5.00. Obverse: a bust or an eye; legend: Vermontis Republica and date. Reverse: Justice, seated, Immune Columbia—1785, Vermont Republica, 50c—1786, Vermontensium Republica, 50c. Obverse: An eye, legend: Vermontes Res Publica. Reverse: a hill with trees; legend: Steela Quarta Decima, and date—1786-87-88, Vernon Auctori, 15c. A bust, Vermon Auctori. Reverse: Liberty seated, inde et lib., and date.

KENTUCKY.

SILVER.

1796, Myddleton token, \$10.00. The obverse: A group; legend: British Settlements in Kentucky and date. Reverse: Britannia seated on a globe; legend: "Payable by P. P. Myddleton. Coined in England for the colonies.

COPPER.

1796, same in copper, \$10.00—1796, same in copper $\frac{1}{2}$ penny, \$10.00 (1785), Copper, \$1.00. The above have on the obverse fifteen stars forming a triangle. Each star contains a letter, being the initial letters of each State of the Union; legend: E Pluribus Unum. Reverse: A hand holding a scroll. "Unanimity is the strength of society." Coined about 1785 in England, and circulated in the colony. No date.

MASSACHUSETTS.

CENTS AND HALF CENTS.

1776, Half Penny, three heads, \$5.00 to \$10.00—1787, Half Cent, Indian, Eagle, 25c to 50c—1788, Half Cent, Indian, Eagle, 25c to 75c—1787, One Cent, Indian, Eagle, 10c to 25c—1788, One Cent, Indian, Eagle, 10c to 25c—1787, One Cent, Arrows in left claw \$5.00 to \$7.00. The obverse: An Indian; legend: Commonwealth. Reverse: An eagle, upon its breast the value of the coin; above its head, Massachusetts; below, the date; olive branch and bunch of arrows in its claws—1788, Cent, \$10.00, same but arrows in eagle's right claw.

NEW HAMPSHIRE CENT.

1776, Cedar Tree, American Liberty, \$3.00 to \$5.00.

NEW JERSEY.

1786, '87, '88, 5c. The obverse: A horse head over a plow; legend: Nova Caesarea and

date. Reverse: a shield, E Pluribus Unum—1788, horse head to left, 50c—1786, \$10.00.

Same as above but with the date above the beam of the plow, while in the above it appears below the plow. 1786, Justice, Immunis Columbia, \$10.00.

UNITED STATES COINS.

1787, Silver, \$5.00—1787, Copper cent, 10c. The obverse: Sun blazing upon a sun dial. Fugio and date, "Mind your business." Reverse: A chain of 13 links; in centre: "We are one—United States." The above was the first coin legally authorized by act of Congress of the United States. It is called the Franklin Cent, on account of the legend, "Mind your Business." U. S. A. Bar cent, 50c—1792, Liberty, Parent of Science, \$10.00.

WASHINGTON PIECES.

SILVER.

1792, 15 stars, \$30.00—1792, no stars, \$30.00. Obverse: Bust of G. W.; legend: G. Washington, President, 1792. Reverse: Eagle, stars and no stars, United States of America—1792, Dime, \$15.00—1792, Half Dime, \$5.00. Obverse: A head (representing Martha Washington); legend: Liberty, Parent of Science and Industry, 1792. Reverse: Eagle, United States of America.

COPPER.

1783, United States (brass), 15c—1783, United States, 15c. Obverse, Bust of Washington; legend: Washington and Independence and date. Reverse: United States and also Unity States. No date, double head, 15c—1791, small eagle cent, 8 stars, \$3.00—1792, small eagle, 6 stars, \$20.00—1791, large eagle, no stars, \$2.00—1792, eagle 13 and 15 stars, \$15.00. Bust G. W. legend: Washington, President, and date. Reverse: An eagle holding a scroll in its beak—1791-93, Ship Half Penny, \$1.00—1791-93, Ship, Liverpool Penny, \$3.00—1795, Grate Cent, 50c—1795, Liberty and Security, 50c. Nearly all the Washington pieces, especially the Cents and Half Dollars, were coined in England as patterns for the American coinage, but the designs were not accepted, as it was considered contrary to the principles of our government to stamp the head of our President upon the National coinage.

CALIFORNIA GOLD AND PRIVATE ISSUES.

\$50.00 GOLD PIECES.

1851, Augustus Humbert, octagon, \$75.00 to \$100.00.

The California gold issues are of considerable interest, including as they do \$50 gold pieces, oblong gold pieces of approximately the value of \$40, \$25 pieces, \$16 oblong pieces, \$10 pieces, \$9.43 oblong pieces, \$5 pieces, \$2.50 pieces, \$1 round and \$1 octagon, half dollars round, half dollars octagonal, quarter dollars round, quarter dollars octagonal. The value of these coins varies from 75c to \$100. The amount of bullion contained in the coin having a considerable bearing. Carolina and Georgia gold, also Colorado and Oregon gold pieces command considerable premium. There are also gold pieces from Utah and Mormon gold pieces. The whole subject is taken up in detail in Lehrenkrauss's pocket manual and premium coin list, which can be obtained from the publishers at Brooklyn, N. Y. In the same booklet the prices are given of the issues of paper currency. Also, the value of foreign money, both coins and bank notes. The book is sold at the merely nominal price of ten cents, and the Editor acknowledges his indebtedness.

WEIGHTS OF THE U. S. COINS
And the Amounts for Which They
are Legal Tender.

GOLD.

DENOMINATIONS	Weight, Grains	Amount for which a legal tender
Double Eagle, \$20 ..	516.	Gold coins of denomination are legal tenders for any amount.
Eagle, \$10.....	258.	
Half Eagle, \$5... ..	129.	
Three Dollars	77.4	
Quarter Eagle, \$2.50	64.5	
Dollars.....	25.8	

SILVER.

DENOMINATIONS	Weight, Grains	Amount for which a legal tender
Standard Dollar. . .	412.5	Unlimited.
Trade Dollar	420.	Demonetized—Not a legal tender
Half Dollars.....	192.9	Ten dollars.
Quarter Dollars....	96.45	Ten dollars.
Twenty-Cent Pieces..	77.16	Five dollars.
Dimes.....	38.58	Ten dollars.
Half-Dimes.....	19.29	Five dollars.
Three-Cent Pieces..	11.52	Five dollars.

MINOR COINS.

DENOMINATIONS	Weight, Grains	Amount for which a legal tender
Five Cents	77.6	Twenty-five cents.
Three Cents.	30.	Twenty-five cents.
Two Cents.....	96.	Twenty-five cents.
Cents.....	48.	Twenty-five cents.

WEDDING ANNIVERSARIES.

1st year.....	Paper
2d ".....	Calico
3d ".....	Muslin
4th ".....	Silk
5th ".....	Wood
6th ".....	Iron
7th ".....	Copper
8th ".....	Bronze
9th ".....	Pottery
10th ".....	Tin
15th ".....	Rock-crystal
20th ".....	China
25th ".....	Silver
30th ".....	Pearl
35th ".....	Coral
40th ".....	Ruby
45th ".....	Sapphire
50th ".....	Gold
55th ".....	Emerald
60th ".....	Diamond
75th ".....	Diamond

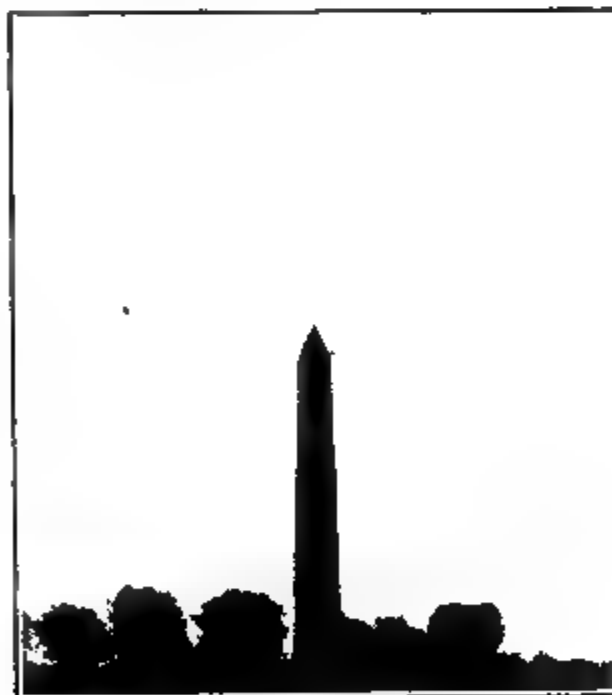
BIRTH STONES.

Month	Stone.
January...	Garnet
February...	Amethyst, Hyacinth, Pearl
March...	Jasper, Bloodstone
April...	Diamond, Sapphire
May...	Emerald, Agate
June...	Cat's-eye, Turquoise, Agate
July...	Turquoise, Onyx
August...	Sardonyx, Carnelian, Moonstone, Topaz
September...	Chrysolite
October...	Beryl, Opal
November...	Topaz, Pearl
December...	Ruby, Bloodstone

Courtesy of Tiffany & Co.



THE EIFFEL TOWER



WASHINGTON MONUMENT.

Photographed to scale: 1 inch=500 feet.

THE "STEEL AGE" AND THE "STONE AGE."

STATE HOLIDAYS, NICKNAMES AND FLOWERS.*

STATE OF ALABAMA.

January 1, New Year's Day; January 19, Robert E. Lee's Birthday; February 22, Washington's Birthday; April 13, Thomas Jefferson's Birthday; April 26, Memorial Day; June 3, Jefferson Davis' Birthday; July 4, Independence Day; 1st Monday in September, Labor Day; October 12, Columbus Day; last Thursday in November, Thanksgiving Day; December 25, Christmas Day; Tuesday before Ash Wednesday, "Mardi Gras Day."

State Nickname: "Cotton State."

State Flower: Goldenrod.

STATE OF ARIZONA.

January 1, New Year's Day; February 14, Admission Day; February 22, Washington's Birthday; May 30, Memorial Day; July 4, Independence Day; 1st Monday in September, Labor Day; last Thursday in November, Thanksgiving Day; December 25, Christmas Day; every Saturday after 12 o'clock for State and county officers during June, July and August; every day on which an election is held throughout the State; every day appointed by the President of the United States, or the Governor of the State, as a public fast, thanksgiving, or holiday.

State Flower: Sequoia Cactus.

STATE OF ARKANSAS.

January 1, New Year's Day; February 22, Washington's Birthday; May 30, Memorial Day; July 4, Independence Day; 1st Monday in September, Labor Day; October 12, Columbus Day; Thanksgiving Day; December 25, Christmas Day.

State Nickname: "Bear State."

State Flower: Apple Blossom.

STATE OF CALIFORNIA.

January 1, New Year's Day; February 12, Lincoln's Birthday; February 22, Washington's Birthday; May 30, Memorial Day; July 4, Independence Day; 1st Monday in September, Labor Day; September 9, Admission Day; October 12, Columbus Day; December 25, Christmas Day; every day on which an election is held throughout the State; every day appointed by the President of the United States, or by the Governor of the State, for a public fast, thanksgiving, or holiday. Every Saturday from 12 o'clock noon until 12 o'clock midnight is a holiday as regards the transaction of business in the public offices of the State.

State Nickname: "Golden State."

State Flower: Golden Poppy.

STATE OF COLORADO.

January 1, New Year's Day; February 12, Lincoln's Birthday; February 22, Washington's Birthday; May 30, Decoration Day; July 4, Independence Day; August 1, Colorado Day; 1st Monday in September, Labor Day; October 12, Columbus Day; (one) day in November, Election Day; December 25, Christmas Day.

State Nickname: "Centennial State."

State Flower: Columbine.

DISTRICT OF COLUMBIA.

January 1, New Year's Day; February 22, Washington's Birthday; March 4, Inauguration Day, every fourth year; May 30, Memorial Day; July 4, Independence Day; the first Monday in September, Labor Day; Thanksgiving Day; December 25, Christmas Day.

STATE OF CONNECTICUT.

January 1, New Year's Day; February 12, Lincoln's Birthday; February 22, Washington's Birthday; May 30, Memorial Day; July 4, Independence Day; 1st Monday of September, Labor Day; October 12, Columbus Day; December 25, Christmas Day; the day designated by the Governor as a day of fasting and prayer, customarily Good Friday; the day designated by the Governor as a day of Thanksgiving, customarily the last Thursday of November.

State Nickname: "Nutmeg State."

State Flower: Mountain Laurel.

STATE OF DELAWARE

January 1, New Year's Day; February 12, Lincoln's Birthday; third Tuesday of February, Election Day; February 22, Washington's Birthday; Good Friday; May 30, Memorial Day; July 4, Independence Day; first Monday of September, Labor Day; the first Tuesday after the first Monday of November, Election Day; December 25, Christmas Day; every Saturday after 12 o'clock noon until 12 o'clock midnight; any day appointed or recommended by the Governor of the State or the President of the United States as a day of thanksgiving or fasting and prayer, or other religious observance.

State Nickname: "Blue Hen State."

State Flower: Peach Blossom.

STATE OF FLORIDA.

January 1, New Year's Day; January 19, Robert E. Lee's Birthday; February 22, Washington's Birthday; April 26, Memorial Day; June 3, Jefferson Davis' Birthday; July 4, Independence Day; first Monday in September, Labor Day; General Election Day; Thanksgiving Day; December 25, Christmas Day; in cities or towns where carnival associations are organized for the purpose of celebrating the same, the day in each year known as Shrove Tuesday.

State Nickname: "Peninsular State."

State Flower: Orange Blossom.

STATE OF GEORGIA.

January 1, New Year's Day; February 12, Georgia Day; February 22, Washington's Birthday; April 26, Confederate Memorial Day; June 3, Jefferson Davis' Birthday; July 4, Independence Day; 1st Monday in September, Labor Day; last Thursday in November, Thanksgiving Day; December 25, Christmas Day; every day on which an election is held throughout the State; every day appointed by the President of the United States or the Governor of the State, as a public fast or Thanksgiving day, or holiday.

State Nickname: "Cracker State."

State Flower: Cherokee Rose.

STATE OF IDAHO.

January 1, New Year's Day; February 22, Washington's Birthday; May 30, Decoration Day; June 15, Idaho Pioneer Day; July 4, Independence Day; first Monday in September, Labor Day; October 12, Columbus Day; December 25, Christmas Day; every day on which an election is held throughout the State, and every day appointed by the President of the United States or by the Governor of the State, for a public fast, thanksgiving, or holiday.

State Flower: Syringa.

STATE OF ILLINOIS.

January 1, New Year's Day; February 12, Lincoln's Birthday; February 22, Washington's Birthday; May 30, Memorial Day; July 4, Independence Day; 1st Monday in September, Labor Day; October 12, Columbus Day; Thanksgiving Day; December 25, Christmas Day; in cities of 200,000 inhabitants or more, from 12 o'clock noon to 12 o'clock midnight on Saturday.

State Nickname: "Sucker State."

State Flower: Violet.

STATE OF INDIANA.

January 1, New Year's Day; February 12, Lincoln's Birthday; February 22, Washington's Birthday; May 30, Memorial Day; July 4, Independence Day; Labor Day; Thanksgiving Day; December 25, Christmas Day; the day of any General National or State Election.

State Nickname: "Hoosier State."

STATE OF IOWA.

January 1, New Year's Day; February 12, Lincoln's Birthday; February 22, Washington's Birthday; May 30, Memorial Day; July 4, Independence Day; first Monday in September, Labor Day; The day of the general election; Thanksgiving Day; December 25, Christmas Day.

State Nickname: "Hawkeye State."

State Flower: Goldenrod.

STATE OF KANSAS.

January 1, New Year's Day; February 12, Lincoln's Birthday; February 22, Washington's Birthday; May 30, Memorial Day; July 4, Independence Day; first Monday in September, Labor Day; October 12, Columbus Day; December 25, Christmas Day; any day recommended by the President of the United States or the Governor of the State as Thanksgiving Day, and any day which may hereafter be declared a legal holiday for the purposes of negotiable instrument act.

State Nickname: "Sunflower State."

State Flower: Sunflower.

STATE OF KENTUCKY.

January 1, New Year's Day; February 22, Washington's Birthday; May 30, Memorial Day; July 4, Independence Day; 1st Monday in September, Labor Day; October 12, Columbus Day; last Thursday in November, Thanksgiving Day; December 25, Christmas Day.

State Nickname: "Blue Grass State."

State Flower: Goldenrod.

STATE OF LOUISIANA.

January 1, New Year's Day; January 8, Anniversary of the Battle of New Orleans; February 22, Washington's Birthday; Good Friday; June 3, Confederate Memorial Day; July 4, Independence Day; December 25, Christmas Day; Thanksgiving Day (as designated by the President); all general election days (in localities where elections are held); Mardi Gras Day (in the Parish of Orleans); first Monday in September, Labor Day; Saturday from 12 noon to 12 midnight (in cities and towns where the population is fifteen thousand or more).

State Nickname: "Pelican State."

State Flower: Magnolia.

STATE OF MAINE.

January 1, New Year's Day (bank holiday only); February 22, Washington's Birthday; April 19, Patriots' Day; May 30, Memorial Day; July 4, Independence Day; 1st Monday in September, Labor Day; last Thursday in November, Thanksgiving Day; December 25, Christmas Day; every day on which an elec-

tion is held throughout the State, and every day appointed by the President of the United States, or the Governor of the State, for a public fast or thanksgiving day, or holiday.

State Nickname: "Pine Tree State."

State Flower: Pine Cone and Tassel.

STATE OF MARYLAND.

January 1, New Year's Day; February 22, Washington's Birthday; Good Friday; Arbor and Highway Day; May 30, Memorial Day; July 4, Independence Day; first Monday in September, Labor Day; September 12, Defenders' Day; October 12, Columbus Day; General Election Day; Congressional Election Day; November 23, Repudiation Day; December 25, Christmas Day; all special days that may be appointed or recommended by the Governor of the State, or the President of the United States as the days of thanksgiving, fasting and prayer or other religious observance, or for the general cessation of business; Saturday half-holidays (in some cities).

State Nickname: "Old Line State."

State Flower: Black Eyed Susan.

STATE OF MASSACHUSETTS.

February 22, Washington's Birthday; April 19, Patriots' Day; May 30, Memorial Day; July 4, Independence Day; first Monday in September, Labor Day; October 12, Columbus Day; last Thursday in November, Thanksgiving Day; December 25, Christmas Day.

State Nickname: "Bay State."

STATE OF MICHIGAN.

January 1, New Year's Day; February 12, Lincoln's Birthday; February 22, Washington's Birthday; May 30, Memorial Day; July 4, Independence Day; 1st Monday in September, Labor Day; October 12, Columbus Day; Election Days (embracing National, State, County and City Elections); December 25, Christmas Day; any day appointed by the Governor of this State, or the President of the United States, as a day of fasting and prayer or thanksgiving; Saturday afternoons a legal holiday for banks unless voted to the contrary by the directors.

State Nickname: "Wolverine State."

State Flower: Apple Blossom.

STATE OF MINNESOTA.

January 1, New Year's Day; February 12, Lincoln's Birthday; February 22, Washington's Birthday; Good Friday; May 30, Memorial Day; July 4, Independence Day; Labor Day; Election Day; December 25, Christmas Day.

State Nickname: "Gopher State."

State Flower: Moccasin.

STATE OF MISSISSIPPI.

January 1, New Year's Day; January 19, Robert E. Lee's Birthday; February 22, Washington's Birthday; April 26, Memorial Day; June 3, Jefferson Davis' Birthday; July 4, Independence Day; first Monday in September, Labor Day; last Thursday in November, Thanksgiving Day; December 25, Christmas Day.

State Nickname: "Bayou State."

State Flower: Magnolia.

STATE OF MISSOURI.

January 1, New Year's Day; February 22, Washington's Birthday; May 30, Memorial Day; July 4, Independence Day; 1st Monday in September, Labor Day; October 12, Columbus Day; any general State election day; any Thanksgiving Day appointed by the President of the United States or by the Governor of

the State; December 25, Christmas Day; every Saturday from 12 o'clock noon in cities of 300,000 population for county and municipal officers.

State Flower: Goldenrod

STATE OF MONTANA.

January 1, New Year's Day; February 12, Lincoln's Birthday; February 22, Washington's Birthday; May 30, Memorial Day; July 4, Independence Day; first Monday in September, Labor Day; October 12, Columbus Day; December 25, Christmas Day.

State Nickname: "Stub Toe State."

State Flower: Bitter Root.

STATE OF NEBRASKA.

January 1, New Year's Day; February 22, Washington's Birthday; April 22, Arbor Day; May 30, Memorial Day; July 4, Independence Day; 1st Monday in September, Labor Day; any day designated by Governor or President, Thanksgiving Day; December 25, Christmas Day.

State Flower: Goldenrod.

STATE OF NEVADA.

January 1, New Year's Day; February 12, Lincoln's Birthday; February 22, Washington's Birthday; May 30, Memorial Day; July 4, Independence Day; first Monday of September, Labor Day; October 31, Admission Day; Thanksgiving Day; December 25, Christmas Day; the day on which the primary election is held throughout the State, the day on which the general election is held, any day that may be appointed by the President of the United States, or by Governor of the State, for public fast, thanksgiving or holiday.

State Nickname: "Silver State."

STATE OF NEW HAMPSHIRE.

January 1, New Year's Day; February 22, Washington's Birthday; Fast Day (in April, whenever appointed by the Governor); May 30, Memorial Day; July 4, Independence Day; 1st Monday in September, Labor Day; Thanksgiving Day; December 25, Christmas Day.

State Nickname: "Granite State."

STATE OF NEW JERSEY.

January 1, commonly called New Year's Day; February 12, called Lincoln's Birthday; February 22, known as Washington's Birthday; Good Friday; May 30, known as Decoration Day; July 4, called Independence Day; the first Monday of September, known as Labor Day; October 12, known as Columbus Day; December 25, known as Christmas Day; any general election day in this State; every Saturday from twelve o'clock at noon until twelve o'clock at midnight, and any day appointed or recommended by the Governor of this State, or the President of the United States, as a day of thanksgiving or fasting and prayer, or other religious observance.

State Nickname: "Jersey Blue State."

State Flower: Sugar Maple (tree).

STATE OF NEW MEXICO.

January 1, New Year's Day; February 12, Lincoln's Birthday; February 22, Washington's Birthday; July 4, Independence Day; October 12, Columbus Day; December 25, Christmas Day; and all days designated by proclamation of the Governor of the State as fast days or thanksgiving days.

State Flower: Cactus.

STATE OF NEW YORK.

January 1, New Year's Day; February 12, Lincoln's Birthday; February 22, Washington's

Birthday; May 30, Memorial Day; July 4, Independence Day; first Monday of September, Labor Day; October 12, Columbus Day; December 25, Christmas Day; each general election day and each day appointed by the President of the United States or by the Governor of this State as a day of general thanksgiving, general fasting and prayer, or other general religious observances; from noon to midnight of each Saturday.

State Nickname: "Empire State."

State Flower: Rose.

STATE OF NORTH CAROLINA.

January 1, commonly called New Year's Day; January 19, Robert E. Lee's Birthday; February 22, known as Washington's Birthday; April 12, Halifax Independence Resolutions; May 10, Confederate Memorial Day; May 20, Anniversary of Signing of Mecklenburg Declaration of Independence; July 4, called Independence Day; the first Monday of September, known as Labor Day; Thanksgiving Day; December 25, known as Christmas Day; General Election Day.

State Nickname: "Old North State."

STATE OF NORTH DAKOTA.

January 1, New Year's Day; February 12, Lincoln's Birthday; February 22, Washington's Birthday; Arbor Day; May 30, Memorial Day; July 4, Independence Day; 1st Monday in September, Labor Day; Election Day; Thanksgiving Day; December 25, Christmas Day.

State Nickname: "Flickertail State."

State Flower: Goldenrod.

STATE OF OHIO.

January 1, New Year's Day; February 22, Washington's Birthday; May 30, Decoration Day; July 4, Independence Day; 1st Monday of September, Labor Day; October 12, Columbus Day; December 25, Christmas Day; any day appointed and recommended by the Governor of the State or the President of the United States as a day of fast or thanksgiving.

State Nickname: "Buckeye State."

State Flower: Scarlet Carnation.

STATE OF OKLAHOMA.

January 1, New Year's Day; February 22, Washington's Birthday; May 30, Memorial Day; July 4, Independence Day; first Monday in September, Labor Day; October 12, Columbus Day; December 25, Christmas Day; every day on which an election is held throughout the State; every day appointed by the President of the United States, or by the Governor of the State, for a public fast, thanksgiving or holiday.

State Flower: Mistletoe.

STATE OF OREGON.

January 1, New Year's Day; February 22, Washington's Birthday; May 30, Memorial Day; July 4, Independence Day; first Monday in September; October 12, Columbus Day; December 25, Christmas Day; every day on which election is held throughout the State; every day appointed by the President of the United States, or by the Governor of the State, as a day of public fasting, thanksgiving, or holiday.

State Nickname: "Beaver State."

State Flower: Oregon Grape.

STATE OF PENNSYLVANIA.

January 1, New Year's Day; February 12, Lincoln's Birthday; February 22, Washington's Birthday; Good Friday; May 30, Memorial Day; July 4, Independence Day; 1st

Monday in September, Labor Day; October 12, Columbus Day; 1st Tuesday after 1st Monday in November, Election Day; December 25, Christmas Day; every Saturday after 12 o'clock noon until 12 o'clock midnight; any day appointed or recommended by the Governor of Pennsylvania or the President of the United States as a day of thanksgiving or fasting and prayer, or other religious observance.

State Nickname: "Keystone State."

STATE OF RHÔDE ISLAND.

January 1, New Year's Day; February 22, Washington's Birthday; 2d Friday in May, Arbor Day; May 30th, Memorial Day; July 4, Independence Day; 1st Monday in September, Labor Day; October 12, Columbus Day; Tuesday after first Monday in November, Election Day; Last Thursday in November, Thanksgiving Day; December 25, Christmas Day.

State Nickname: "Little Rhody."

State Flower: Violet.

STATE OF SOUTH CAROLINA.

January 1, New Year's Day; January 19, Robert E. Lee's Birthday; February 22, Washington's Birthday; May 10, Confederate Memorial Day; June 3, Jefferson Davis' Birthday; July 4, Independence Day; 1st Monday in September, Labor Day; December 25, Christmas; National Thanksgiving and all general election days; the first Monday in September and Thursday of Fair Week in each and every year, in all the counties in the State in which the State Agricultural Mechanical Society holds an annual Fair. In Charleston and Richland Counties, each and every Saturday from 12 o'clock noon until 12 o'clock at midnight.

State Nickname: "Palmetto State."

STATE OF SOUTH DAKOTA.

January 1, New Year's Day; February 12, Lincoln's Birthday; February 22, Washington's Birthday; May 30, Memorial Day; July 4, Independence Day; 1st Monday in September, Labor Day; December 25, Christmas Day; and every day on which an election is held throughout the State, and every day appointed by the President of the United States, or by the Governor of the State, for a public fast, thanksgiving, or holiday.

State Nickname: "Swinge Cat State."

State Flower: Anemone Patens.

STATE OF TENNESSEE.

January 1, New Year's Day; February 22, Washington's Birthday; Good Friday; 2d Friday in May, Confederate Day; June 3, Jefferson Davis' Birthday; July 4, Independence Day; 1st Monday in September, Labor Day; last Thursday in November, Thanksgiving Day; December 25, Christmas Day; every day on which an election is held throughout the State, and every day appointed by the President of the United States, or by the Governor of the State, for a public fast, thanksgiving day, or holiday.

State Nickname: "Big Bend State."

STATE OF TEXAS.

January 1, New Year's Day; February 22, Washington's Birthday; March 2, Anniversary of Texan Independence; April 21, Anniversary of Battle of San Jacinto; June 3, Jefferson Davis' Birthday; July 4, Independence Day; 1st Monday in September, Labor Day; October 12, Columbus Day; December 25, Christmas Day; all days appointed by the President of the United States, or by the Governor, as days of fasting or thanksgiving, and every day on which an election is held throughout the State.

State Nickname: "Lone Star State."

State Flower: Blue Bonnet.

STATE OF UTAH.

January 1, New Year's Day; February 12, Lincoln's Birthday; February 22, Washington's Birthday; April 15, Arbor Day; May 30, Memorial Day; July 4, Independence Day; July 24, Pioneer Day; 1st Monday in September, Labor Day; December 25, Christmas Day; all days which may be set apart by the President of the United States, or the Governor of the State, by proclamation, as days of fast or thanksgiving.

State Flower: Sego Lily.

STATE OF VERMONT.

January 1, New Year's Day; February 22, Washington's Birthday; May 30, Memorial Day; July 4, Independence Day; August 16, Bennington Battle Day; 1st Monday in September, Labor Day; October 12, Columbus Day; December 25, Christmas Day; and a day appointed or set apart by the Governor, or by the President of the United States, as a day of thanksgiving, prayer or other special observance.

State Nickname: "Green Mountain State."

State Flower: Red Clover.

STATE OF VIRGINIA.

January 1, New Year's Day; January 19, Lee-Jackson Day; February 22, Washington's Birthday; May 30, Confederate Memorial Day; July 4, Independence Day; 1st Monday in September, Labor Day; the Tuesday next following the first Monday in November, Election Day; December 25, Christmas Day; and any day appointed or recommended by the Governor of the State, or the President of the United States, as a day of thanksgiving or fasting and prayer, or other religious observance.

State Nickname: "The Old Dominion."

STATE OF WASHINGTON.

January 1, New Year's Day; February 12, Lincoln's Birthday; February 22, Washington's Birthday; May 30, Memorial Day; July 4, Independence Day; 1st Monday in September, Labor Day; October 12, Columbus Day; Thanksgiving Day; December 25, Christmas Day.

State Nickname: "Chinook State."

State Flower: Rhododendron.

STATE OF WEST VIRGINIA.

January 1, commonly called New Year's Day; February 12, called Lincoln's Birthday; February 22, Washington's Birthday; May 30, Decoration Day; July 4, Independence Day; 1st Monday in September, Labor Day; October 12, Columbus Day; Election Day; Thanksgiving Day; December 25, Christmas Day.

State Nickname: "The Panhandle."

State Flower: Rhododendron.

STATE OF WISCONSIN.

January 1, New Year's Day; February 22, Washington's Birthday; May 30, Decoration Day; July 4, Independence Day; Primary Election Day; General Election Day; Thanksgiving Day; December 25, Christmas Day.

State Nickname: "Badger State."

State Flower: Violet.

STATE OF WYOMING.

January 1, New Year's Day; February 12, Lincoln's Birthday; February 22, Washington's Birthday; Arbor Day; May 30, Memorial Day; July 4, Independence Day; General Election Day; Thanksgiving Day; December 25, Christmas Day.

State Flower: Gentian.

OCCURRENCES DURING PRINTING.*

The printing of a volume like the Scientific American Reference Book naturally takes several months. During this time changes are constantly occurring, but it is impossible to go back and make corrections after the book has gone to press; therefore, advantage is taken of inserting in the last "form" whatever corrections and additions are necessary to bring the matter in the book up to date.

POPULATION.—The population of England and Wales (1910) was 36,070,492; the population of London proper was 4,521,685 and Greater London, 7,251,687.

7 hunters were killed and 14 injured in 17 days of the hunting season with only the duck season open. (Page 23.)

Two negroes were lynched in Southern towns on Sept. 26, 1913, one in Litchfield, Ky., and the other in Henschelville, Miss. (Page 56); also two negroes were lynched at Harriston, Miss., Sept. 28 after a race battle in which 11 were killed.

FARMS, FOODS AND FORESTS.—Twenty-two states, including Hawaii, now employ state Foresters.

An inspection of hemlock and tamarack ties showed that ties put in track without preservatives were decayed after 5½ years of service; those which had been treated were practically as good as when first laid.

Preliminary reports to the Department of Agriculture for the fiscal year ended June 30, 1913 showed that 57,628,491 animals were slaughtered under Federal inspection, an increase of nearly 5,000,000 over 1912. There were 7,245,585 cattle, 2,277,954 calves, 14,979,354 sheep, 72,871 goats, and 33,052,727 hogs. Slaughtering establishments and meat food factories increased from 919 to 940 in the fiscal year (Page 105.)

COMMERCE.—11,221,624,084 cigarettes were smoked in the United States during the fiscal year ending June 30, 1912. The consumption of whiskey and rum was 133,377,458 gallons and of beer 62,108,733 barrels.

A preliminary report on the internal revenue of the United States shows an increase of \$22,208,559.16 for the fiscal year ended June 30, 1913. Of the total increase \$6,423,040.03 came from the corporation tax. The collections exceeded the best previous year, 1911, by \$21,898,154.12.

MERCHANT MARINE.—The largest motorship yet constructed is being built for the Standard Oil Company, at Kiel, Germany. It is 420 feet long and 65 feet wide, having a carrying capacity of 15,000 tons.

On Aug. 19 several persons were drowned when the Government steamer Henry Bosse was overturned in a storm in the Mississippi River near Keokuk, Iowa. (Page 219.)

The Hamburg-American Line has laid the keel for the construction of a sister ship to the Imperator to be called the "Vaterland." (Page 203.)

The North-German Lloyd began a regular passenger and freight service between Bremen and Boston and New Orleans on Sept. 17. (Page 204.)

RAILROADS.—A 30,000-foot tunnel costing \$10,000,000 is being dug in the Sierra Nevada Mountains by the Harriman System. (Page 263.)

Sept. 6-8. (1912) Dr. Barker covered 1,331 miles in 40 hours, 48 minutes from a camp in the North Carolina Woods to Bar Harbor, Me. (Page 253.)

PANAMA CANAL.—The work of the steam shovels in the bed of the canal has been completed. Dredges will do the rest of the clearing out after water is let in.

WIRELESS.—Up to June 30, 1913 almost 1,300 amateurs had been granted licenses to operate wireless stations.

A wireless communication was sent over 10,000 miles on Sept. 6 as follows: From Wellington to the high power station at Sydney, thence to Perth, and thence via the steamship Australia, in mid-ocean, to Cape Town and Durban.

A wireless telegraph station erected by the Anglo-French Wireless Co., Ltd., for the Bahamas Government, was opened on Aug. 28.

POST OFFICE.—Point Barrow, Alaska, is the northernmost Post office in the United States.

The Post Office Department is the largest business of the Government, practically one out of every one hundred inhabitants of the United States being employed by this department.

NAVY.—The world's record for submarine diving is held by a United States submarine, having reached a depth of 283 feet off Point Diablo, in San Francisco Bay.

ARMY.—In Germany, by recent law, 60,000 men have been added to the colors, and the same number will be added each year until Oct. 1, 1914, when the peace strength will be between 860,000 and 870,000 men. The new three-year service law in France will increase the peace strength from 462,000 to 600,000 men. (Page 395.)

MISCELLANEOUS.—1,000 persons were reported as dead in a typhoon which raged over Japan for several days, beginning Aug. 30.

On Sept. 14, Prof. Malladra took the temperature of Vesuvius, in its depths, and found it to be 625° F. (Page 586).

18 miners perished as a result of a double explosion in a coal mine at East Brookside, on August 2. (Page 86.)

*The latest information given in this book bears date Oct. 1, 1913.

GREATEST EARTHQUAKES AND VOLCANIC ERUPTIONS.

A. D. 79. Eruption of Vesuvius destroyed Pompeii, Herculaneum and Stabiae.

Severe eruptions of Vesuvius occurred in the 5th, 6th and 11th centuries. There was an alarming outbreak in 1631 following a long period of quiet. The 18th century witnessed numerous eruptions. One of the most serious outbreaks of the 19th century was that which took place in 1871-2. There was also a violent eruption in 1906, when some hundreds of lives were lost and great devastation wrought.

1169. Eruption of Mount Etna. Catania and 15,000 of its inhabitants destroyed.

1318. Earthquake in England.

1692. Port Royal, Jamaica, engulfed forty fathoms deep; 3,000 killed.

1693. Earthquake in Sicily; more than 50 towns and cities destroyed. Catania with 18,000 inhabitants totally engulfed. More than 100,000 lives lost.

1755. Great Earthquake in Lisbon; city almost entirely destroyed and more than 40,000 people supposed to have perished.

1822. Aleppo in Syria destroyed by earthquake; more than half its inhabitants killed.

1860. Earthquake in Mendoza, South America, in which many thousands lost their lives.

1868. Disastrous earthquake in Peru and Ecuador; many towns destroyed.

1883. Eruption of Krakatoa, Java; more than 30,000 perished.

1886. Eruption at Talawera, New Zealand, destroying the celebrated "Pink Terraces."

1891. Terrible earthquake in Japan; 300,000 persons homeless.

1902. St. Pierre, Martinique, destroyed by eruption of Mount Pelée; all the inhabitants perished.

1902. Eruption of Mount Soufrière, St. Vincent, destroyed nearly all the buildings in one-third of the island.

1902. Earthquake in Turkestan; the victims numbered 10,000.

1905. Earthquake at Dharmasala, India; native regiment and several Europeans lost; some 10,000 natives killed in Lahore and other places.

1906. Earthquake in Formosa, towns and villages wiped out.

1906. Alarming earthquake in San Francisco, followed by a devastating fire that completed its ruin. 265,000 made homeless; 60,000 buildings destroyed, resulting in a property loss of about \$350,000,000.

1906. Earthquake reduced Valparaiso, Chile, to ruins; 3,000 perished.

1907. Earthquake destroyed Kingston, Jamaica; 1,100 persons killed and 2,000 injured.

1908. Earthquake in and around Messina, Sicily; destroyed Messina, Faro, Santa Teresa, Scalleta, Reggio, Gallico, and many other cities and towns. 76,483 persons killed, 95,470 injured and 1,100,000 made homeless.

1910. Earthquake at Cartaga, Costa Rica; 1,500 lives lost.

1912. Earthquake on both sides of the Dardanelles, Turkey; 1,000 killed.

SPARKLESS WIRELESS SYSTEM.

A system of sparkless wireless telegraphy has been invented by a young French engineer, Julien Bethenod, by which it is said to be possible to establish wireless stations in close proximity to one another without the messages being confused and also to exchange communication ten times faster than by submarine cables at about one-tenth the expense.

This system necessitates as a plant only an alternator and antennae of a special character. Bethenod's discovery also makes wireless telephony more possible. With a spark, only 2,000 oscillations per second can be produced; by sparkless wireless telephony, 20,000 oscillations can be produced, which is about the same as the human voice.

THE UNITED STATES CIVIL SERVICE.

The United States Civil Service Act approved January 16, 1883, provides for the appointment of three Commissioners, a Chief Examiner, a Secretary, and other employees, by the President, to assist him in classifying the government offices and positions, formulating rules and enforcing the law.

GENERAL RULES.—The purpose of the Civil Service act is "to regulate and improve the Civil Service of the United States." The act requires the rules to provide for free and open examinations of applicants for positions in the public service; that appointments shall be made from those graded highest in competitive examinations; for the apportionment of appointments at Washington among the States upon the basis of population; for a period of probation of six months before any absolute appointment is made.

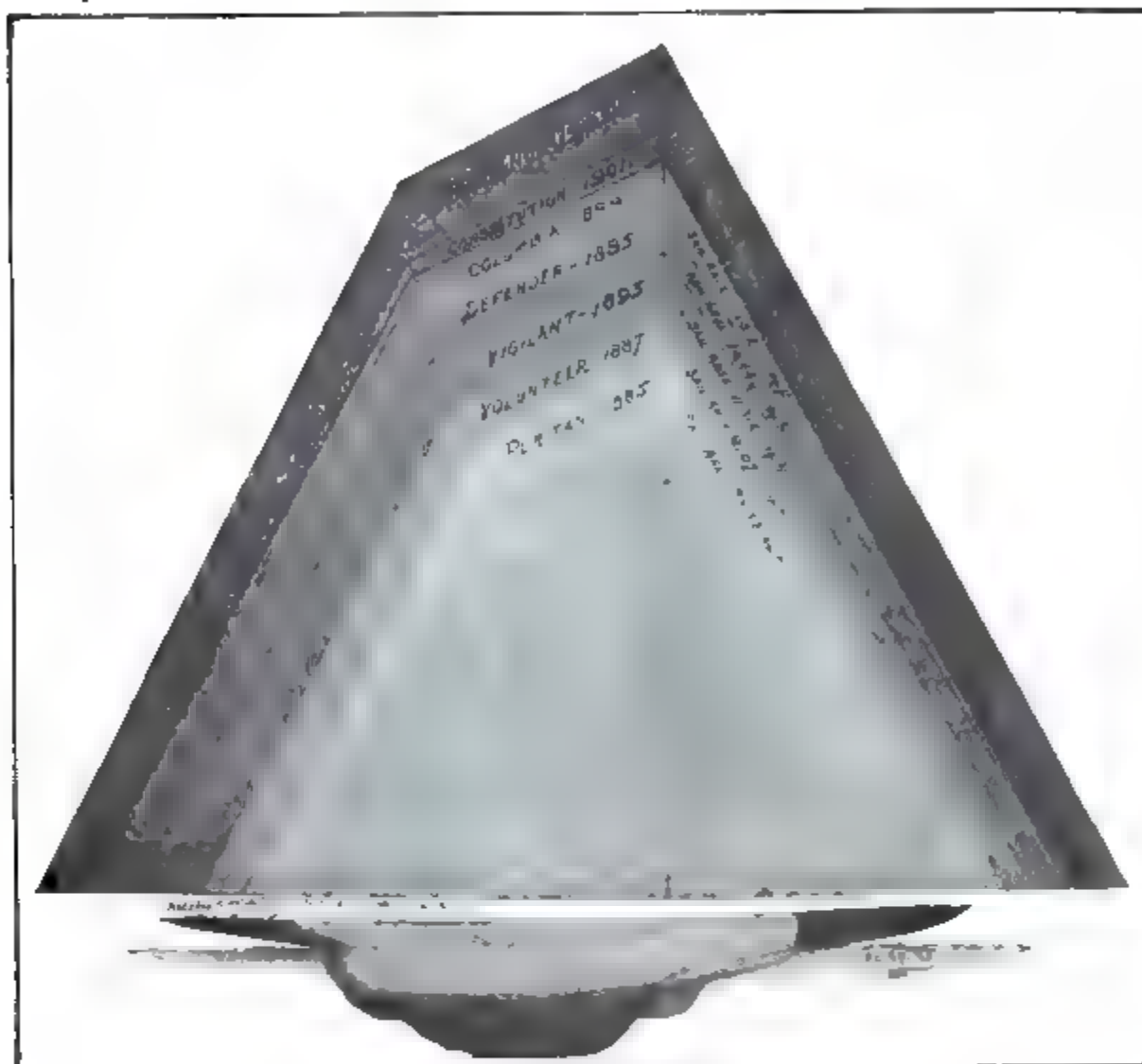
APPLICATIONS.—All applicants for examinations must be citizens of the United States, and of the proper age. No person will be examined who is physically disqualified for the service which he seeks; who has been guilty of criminal, infamous, dishonest or disgraceful conduct; who is addicted to the use of intoxicating liquors to excess; who has been dismissed from the public service for delinquency and misconduct and who has failed to

receive absolute appointment after probation. No discrimination is made on account of race, color, or political or religious opinions.

EXAMINATIONS.—The examinations are opened to all persons qualified as above. The examinations are held twice a year in each State and Territory, before boards of examiners chosen from among persons in government employ. The dates and places of examination are publicly announced through the newspapers or other means. Full information as to rules governing examinations, manner of making application, etc., is given in the "Manual of Examinations," which may be obtained free by writing to the commission in Washington.

APPOINTMENTS.—It is necessary to obtain an average of 70 per cent. to be eligible for appointment. In case of a vacancy, the names of three persons standing highest of the sex desired on the eligible list are given to the appointing officer who chooses any one of the three names, returning the other two to the register to await further consideration. No person can be removed from a competitive position except for such cause as will promote the efficiency of the public service and for reasons given in writing. The salaries vary in the different departments and cannot be given in the short space allotted to the subject.

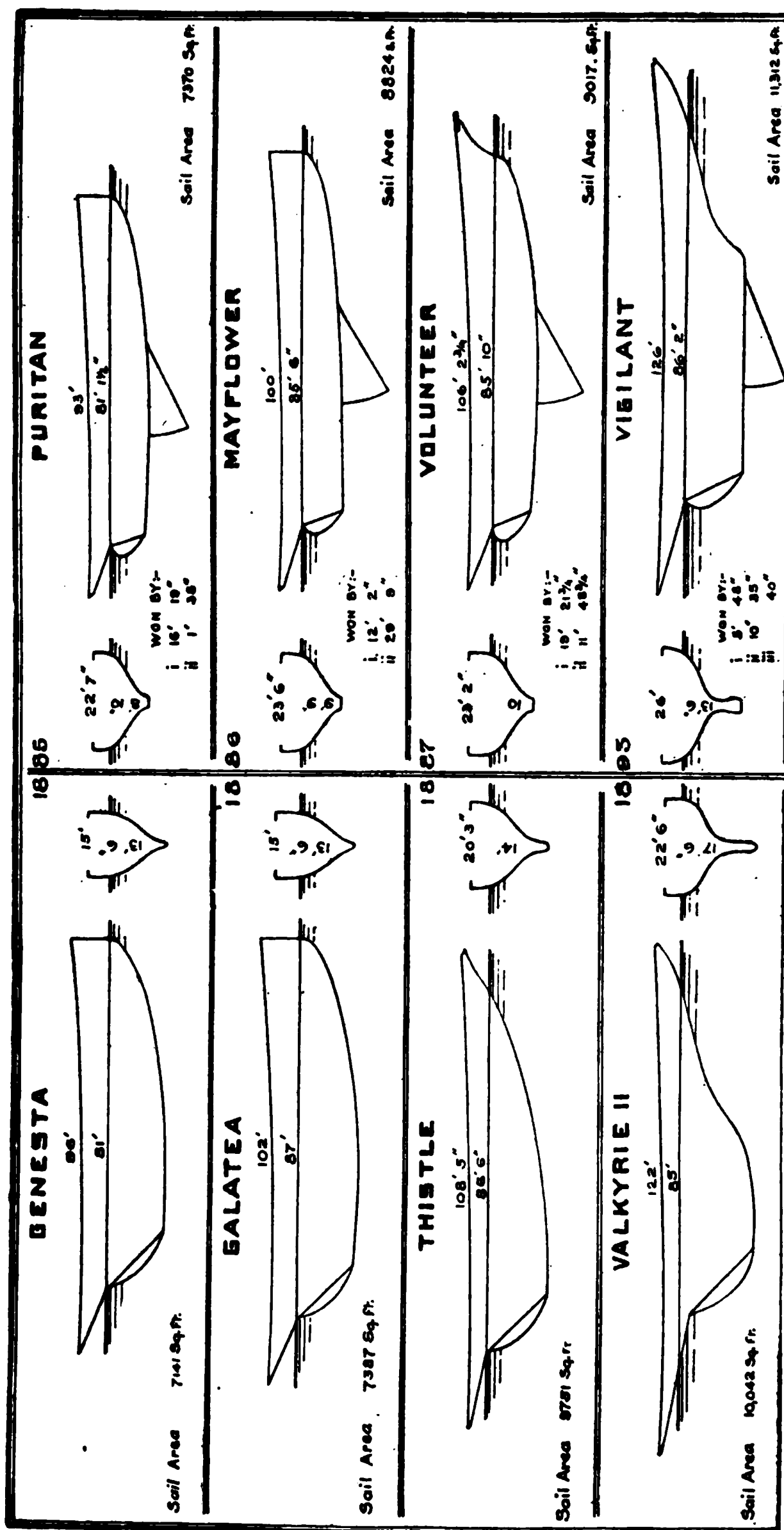
FROM CRUISER TO RACING MACHINE.

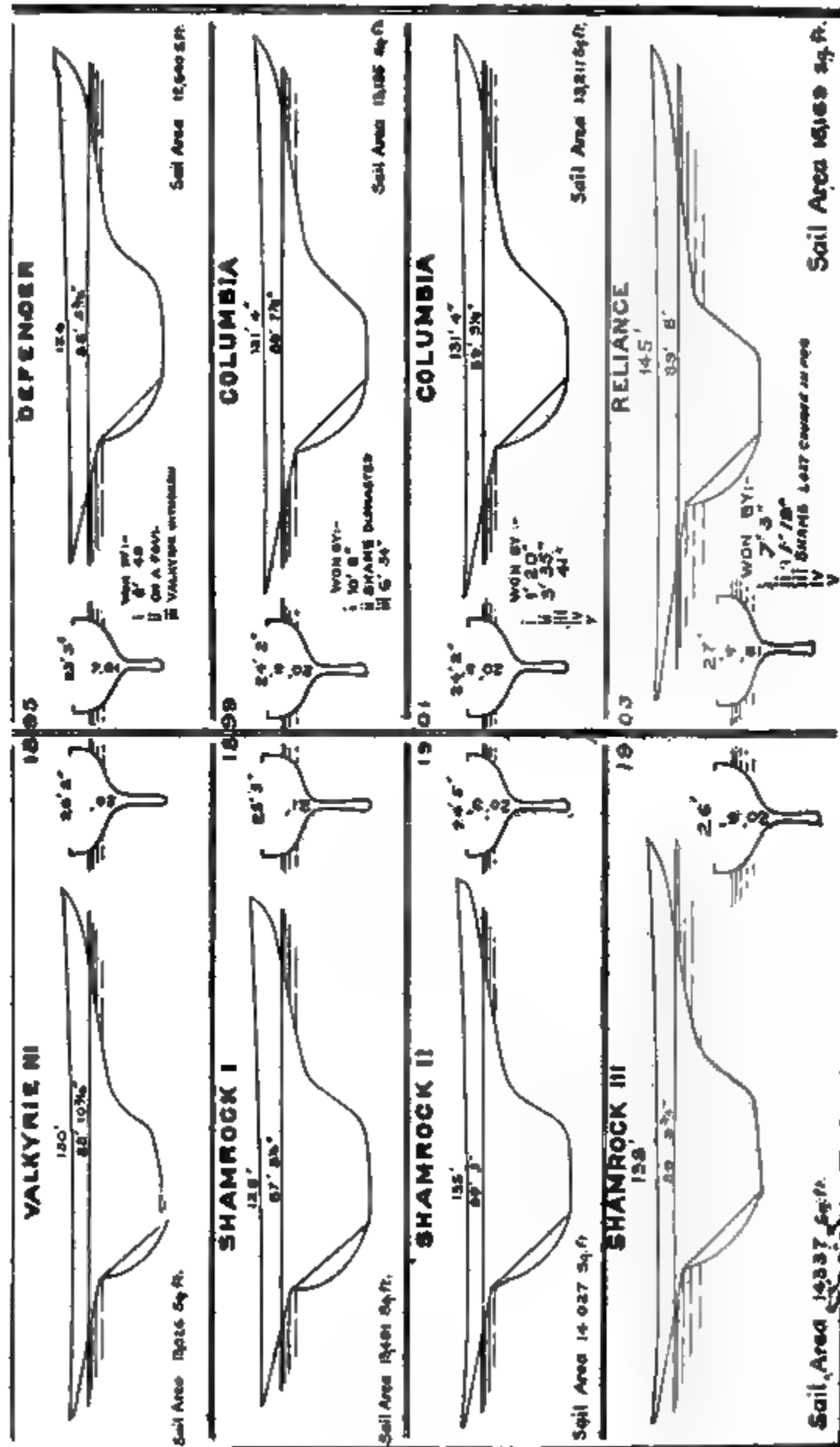


GROWTH OF THE AMERICAN CUP DEFENDER FROM CRUISER TO RACING MACHINE.

THE DEVELOPMENT OF THE 90-FOOT RACING YACHT.

Yachts.	Water-line Length.		Base of Fore Triangle.		Hoist from Boom to Topmast Sheave.		Boom.		Gaff.		Spinnaker Boom.		Total Sail Area.
	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	sq. ft.
Puritan	81	1½	62	0	104	0	76	6	47	0	42	0	7,370
Mayflower.	85	7	67	0	111	0	80	0	50	0	67	0	8,824
Volunteer.	85	10	67	0	111	0	84	0	51	6	67	0	9,107
Vigilant.	86	2	69	0	122	0	98	0	57	0	69	0	11,312
Defender.	88	5½	73	3	129	6	106	0	64	10	73	4	12,640
Columbia	89	7½	73	3	138	5	107	0	64	10	73	4	13,211
Constitution.	89	9	78	0	142	0	110	0	72	0	78	0	14,400
Reliance	90	0	84	0	155	0	115	0	72	0	84	0	16,247





RACING YACHT FROM 1886 TO 1903.

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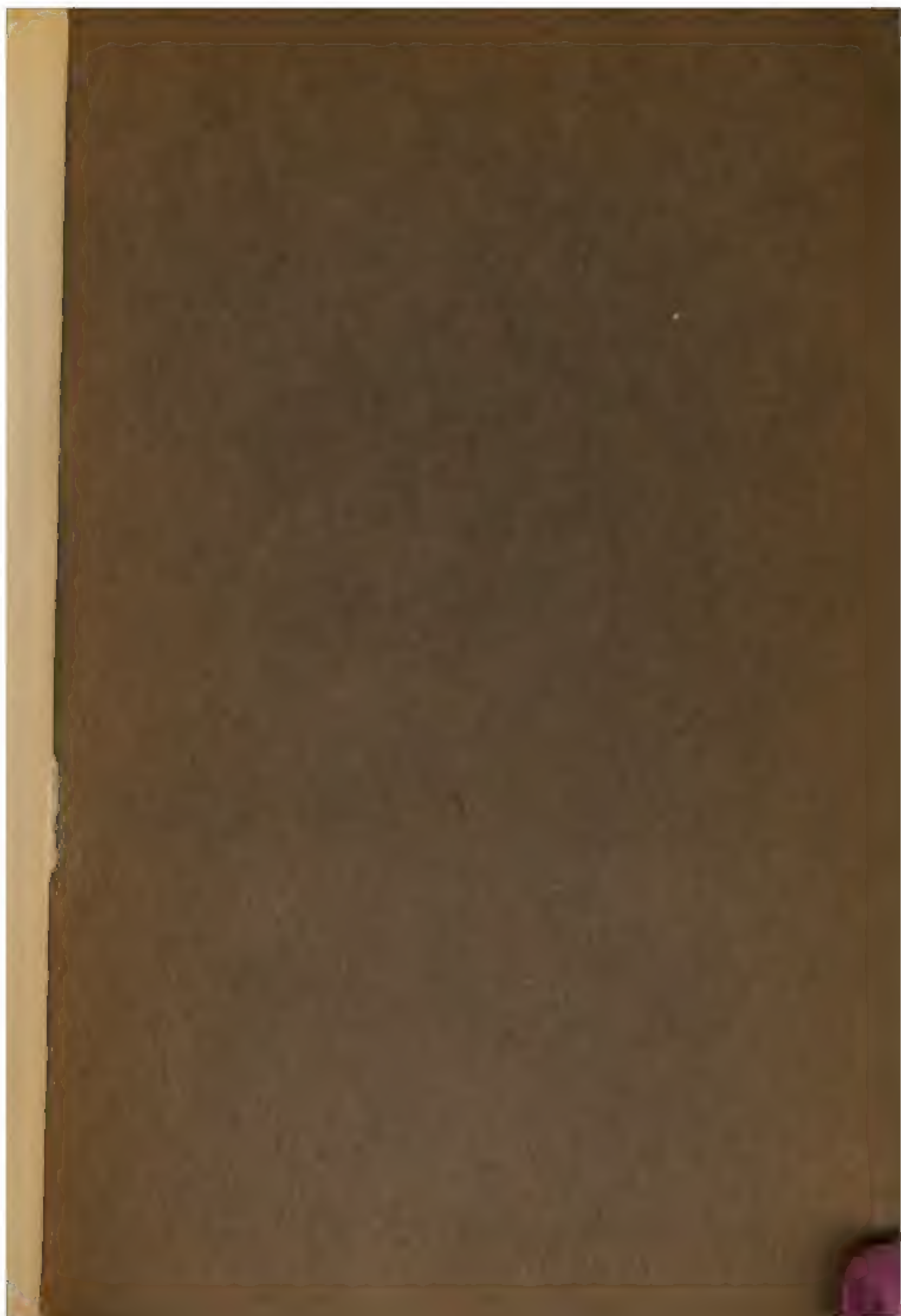
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